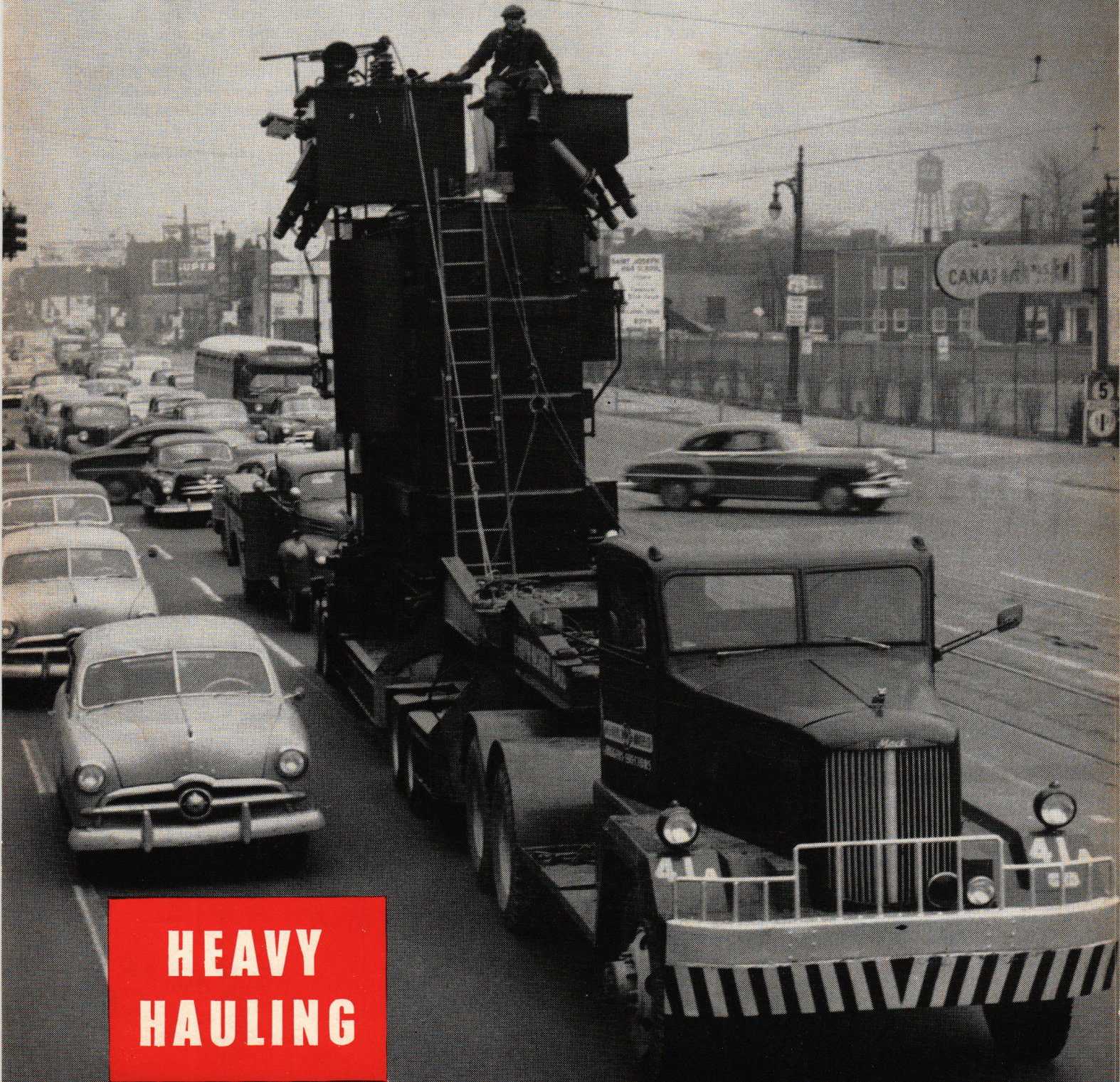


THE INTERNATIONAL Teamster

MAY 1953



**HEAVY
HAULING**

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, May, 1903)

Fifty years ago the employer who considered his employees as more than a means to personal profit, or as more than so many toilers under factory law, was a rare man . . . far more rare than he is today. For this reason the Teamsters' National Journal of May, 1903, featured very prominently a speech made by J. D. Warren, head of the J. D. Warren Manufacturing Company, a Mid-West employer.

"Through the midst of prejudice, misunderstanding and distemper surrounding labor and capital there comes here and there a gleam of the sunshine of common sense," commented the Journal.

As evidence, it quoted Mr. Warren's description of his own relations with his employees:

"During the last summer," said Warren, "I happened to notice that by having the men work until 6 o'clock at night (Note: This was before the 8-hour day was widespread) they were deprived of an evening's walk or recreation with their families before dark. Further, the summer heat had thoroughly exhausted them before 6 o'clock.

"It was therefore ordered that during the summer months the factory be closed at 5 o'clock, one hour earlier than it had been. One might say that the corporation was a loser by this act, but it did not prove to be the case. Our men were stronger for the early closing and the amount of work daily turned out was as much as when we closed at 6. They were cheered. They gained an idea that the corporation cared something for their welfare. They gained a family outing before dark never previously enjoyed."

Warren then related examples of paid

holidays, company-sponsored picnics and other things.

"I am not seeking exploitation of my own ideas on this subject," said he, "but my labor and myself as a result of the practices referred to have mutual interests. . . . Our relations are not ideal by any means, but we have our faces set toward the ideal, and that is a great advance."

For 1903 labor-management relations, that was indeed a great advance.

RIVAL ORGANIZATION

During this period a rival and independent teamsters' organization was at work in several cities. Called the Teamster Drivers International Union (as differentiated from our own organization's name at the time—Teamsters National Union of America) it was seeking to raid locals of our union . . . but without much success.

A reason for the lack of success was the questionable benefits to be gained by membership in the independent organization. Teamsters compared wage scales for coal teamsters in St. Louis, where our own organization was affiliated, with coal teamsters' wages in Kansas City, where the T.D.I.U. was organized.

A one-horse driver in St. Louis was paid \$10 a week; a one-horse driver in Kansas City received \$9. A two-horse driver in St. Louis received \$13; in Kansas City he'd get \$11.50. Drivers of three horses in St. Louis were paid \$14.50 a week; in Kansas City they were paid \$12.

PREMATURE STRIKES

Premature strikes continued to be a problem for the well-organized Teamsters of Chicago and vicinity. So a seriously considered resolution was presented to the Chicago Federation of Labor by Carpenters' Union No. 1. The resolution asked that the city federation not endorse any strike by unions that had been organized less than a year.

The resolution was lost, although it was supported by some of the oldest heads in the labor movement in Chicago. The majority felt it would be asking too much of a body of men to ask them to remain organized for a year before receiving any benefits through organization. The Teamsters felt, however, that some steps should be taken to see that new unions are in a position to help themselves "a little at least" before call-

ing upon other labor organizations to fight their battles for them.

"If a rule such as has been introduced by the Carpenters had been in force a year ago, it is needless to say that the Teamsters' Union would not be as strong as it is today," said the Journal editor. "Winning its strikes has made the Teamsters' Union what it is. But the Teamsters did not strike until they were organized and in a position to make their own fight and carry it through successfully.

"The principle of the resolution introduced by the Carpenters is a good one, and the sooner all central bodies take a decided stand against young unions engaging in strikes before they are able, the better it will be for organized labor."

SIGN OF SATISFACTION

Teamsters of Local No. 20 found themselves propositioned with an unusual employer approach. The Pacific Express Company was circulating papers around the teamsters' barns for the men to sign. The papers stated that such-and-such an employee was satisfied with what he was receiving from the Pacific Express Company. Some of the drivers, through fear of discharge, had signed such papers. Local officers pointed out to their members, however, that these papers had no legal authority. Conditions today were not conditions tomorrow, and the teamster didn't have to be satisfied tomorrow.

NO BLUES IN ST. LOUIS

St. Louis Teamsters had almost 4,000 members in their various locals in May, 1903. Most of the locals in the Missouri city had their working agreements signed, their wages have been advanced, and working conditions were improved. "The life of the St. Louis teamster is now worth living," said a teamster profiting from this progress.



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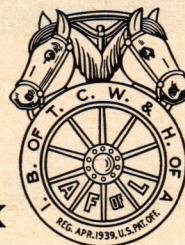
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
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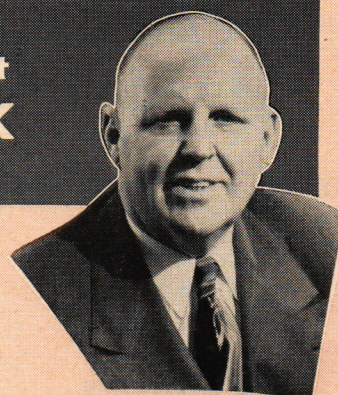
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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C. by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per Annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

LETTER

from General President
DAVE BECK



THE NEW CONFERENCE

THIS letter is being written *before* the opening of the Chicago trade division conferences and will be received by the membership in the magazine *after* the representatives have completed their work. Many items of the utmost importance are scheduled for the Chicago meetings, but none, perhaps, is of greater importance than the organization of the Central States Conference of Teamsters. I would like to make a few observations on the background of the organization of this conference and on the importance it will have in our future national program.

The new conference is another step in the evolutionary process of building our union on a strong national basis. We have found that the conference system greatly solidifies and unifies our efforts.

As I have said in addresses before local unions, joint councils and national meetings we, as trade unionists, must think in national terms and plan our strategy on a national basis. We can no longer think and act only in terms of the local union or the joint council. We have to think nationally and regionally in order to attain maximum effectiveness.

We have found through what might be called a "laboratory" of labor relations in the West how we can greatly improve our position and put into effective operation our economic strength—that has been through the Western Conference of Teamsters.

There is nothing particularly mysterious about the conference type organization. Nor is the West any more adaptable to this type of organization than is the Mid-West or the Atlantic States. The West happens to have been a great laboratory in which we first tried this effort at bringing into unified force Teamster locals from 11 states. The testing laboratory in the West has covered 242 locals from Colorado to the Coast and from the Mexican border to the Dominion of Canada.

A matter of both concern and importance to all local unions and joint councils is this basic tenet: organization of the Western Conference of Teamsters has not interfered with the autonomy of local unions or of joint councils. This principle will prevail in the Central States Conference of Teamsters. Every local union and joint council in the 11 Western States has been strengthened through the conference type of Teamster organization.

In an area containing 10 per cent of the population and a far lower ratio of industrial employment in the nation, we find 30 per cent of the membership of our International Union. If the same ratios prevailed in the nation generally insofar as the Teamsters are concerned our International would have a membership well over 3,000,000.

The Western Conference of Teamsters operates in what we feel is an efficient, effective and democratic way. A policy committee of 25 across the entire geographical area is the overall planning group. The chairman of the conference is appointed by the General President of the International Union from the vice-presidents or organizers of the International Union in the area. The policy committee selects the administrator.

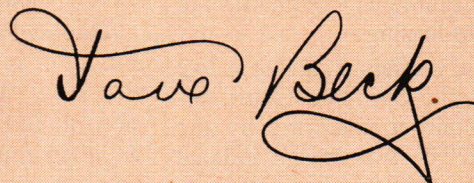
The conference is comprised of 16 trade divisions representing the various types of work of our people: chauffeurs, bakery drivers, line drivers, general hauling, building construction, dairy, automotive, beverage, log hauling, warehouse, cannery, laundry, miscellaneous and such staff divisions as public relations, statistical, and legal.

The policy committee meets two or three times a year and we have found this not only an excellent place for discussion of problems and programs but a forum of continued assistance and education on behalf of the affiliated unions.

I have mentioned the pattern followed in the West because we have found it through the years we have had this type organization the most useful and effective way of working. We feel that those experienced in the conference system can give the benefit to other sections of the country in terms of operating structure. The Central States organization will be able to start off with a substantial benefit from the experience of the past. I am certain that the new conference will find its place and that place will be one of great usefulness to every member of every local in the 12 central states and will bring added strength to the International Union.

I have great hopes for this conference. The Central States region has fine Teamster members and leadership and I am certain that the new conference will make a great record of accomplishment in the months and years ahead.

Fraternally yours,

A handwritten signature in dark ink, reading "Dave Beck". The signature is fluid and cursive, with the first name "Dave" and the last name "Beck" clearly distinguishable.

General President.

Trucking Interests Battle ICC Rule

Seek to Delay Enforcement of Order Regulating Trip-Leasing; Legislation Offered to Strip ICC of Authority

Trucking interests are seeking to delay the enforcement of trip-leasing regulations as promulgated by the Interstate Commerce Commission. Having lost the long legal battle in the courts when the United States Supreme Court upheld the authority of the I.C.C. to issue trip-leasing regulations, trucking interests are now seeking to delay and block leasing enforcement. The efforts are taking two courses:

1. Efforts to delay the effective date of the enforcement have taken the form of petitions filed by various carrier groups asking the I.C.C. to postpone placing the rules into effect for at least 90 days.

2. Bills have been introduced into both the House of Representatives and the United States Senate which would curtail the authority of the Interstate Commerce Commission to regulate trip-leasing.

After the carriers had lost a 7-2 decision in the Supreme Court, efforts to obtain a rehearing by the court failed. This was the last judicial hope which carriers who have opposed trip-lease rules had in blocking regulatory action.

One of the most comprehensive petitions filed for regulation post-

ponement was that submitted by the American Trucking Associations asking a 90-day postponement. The petition submitted by ATA attorneys said that at least 90 days would be needed for the industry "to make the necessary changes." The association said that it would be necessary for trucking operators to negotiate with owner-operators for the lease of equipment under the new rules.

The carriers also said that it might be necessary to make purchase of equipment in situations in which satisfactory leasing arrangements could not be effectuated.

More than a score of carriers in-

involved in one of the Federal cases have, through their attorneys, sought to have postponement of the I.C.C. rules. The theory of these carriers, including Eastern Motor Express, one of the leading litigants, is that "another look" should be taken at conditions in the motor transport industry. This theory leans on national defense and other conditions which, it is alleged, may have a pronounced effect on the attitude of the I.C.C. toward the leasing problem.

The rules as promulgated by the I.C.C. in 1951, said the Eastern petition "is based upon a record made in the latter part of the year 1948 and the early part of the year 1949 . . . etc." The petition fails to say that the many abuses which were revealed in testimony before the hearing examiner have been completely eradicated.

Hoping to use the national defense situation as an argument, the petition says, "We believe the Commission should be fully advised as to what the situation is now and the nature of the impact which will fall upon the national defense and the national economy before an order of such far-reaching consequence is placed in effect."

In a hope to block the trip-leasing ban, the Eastern petitioners sought a postponement, another hearing and an opportunity for oral argument.

The trucking interests who would continue trip-leasing apparently do not give up easily. This group is not only trying to act through the regulatory agency itself, the I.C.C., but is seeking a remedy on Capitol Hill. Two identical bills have been introduced—S. 925 in the Senate and H. R. 3203 in the House of Representatives.

The Senate bill was introduced by Republican Senator Charles W. Tobey of New Hampshire, chairman of the Interstate and Foreign Commerce Committee. The bill has on it the notation as introduced "by request." A similar notation appears on H. R. 3203 introduced by Congressman C. A. Wolverton, (Rep., N. J.) chairman of the House Interstate & Foreign Commerce Committee. The text of the measures is exactly the same—both designed to "amend the Interstate Commerce Act in order to prohibit the Interstate Commerce Commission from regulating the duration of certain leases for the use of equipment by motor carriers, and the amount of compensation to be paid for such use."

TEXT TO THE POINT

The bills are short, but the text is quite to the point. The bills would amend the Interstate Commerce Act by inserting at the end of Section 202 the following language:

"(d) Nothing in this part shall be construed to authorize the Commission to regulate the duration of any lease, contract, or other arrangement for the use of any motor vehicle by a motor carrier in providing transportation, or the amount of compensation to be paid for such use."

What chance the legislation has of enactment is problematical. The House Committee has reported that it is scheduling meetings, set to begin in late April. At the time the hearings are held in either or both houses of Congress, those who have exposed the abuses of trip-leasing should have an opportunity to review for the information of Congress the reasons for invoking regulation of trip-leasing operations.



the San Francisco Story

JC 7

YOUNG in years, but already rich in history and tradition, San Francisco in the space of little more than a hundred years has grown from a small waterfront village that serviced and outfitted the gold-seekers, into a modern, queenly city of 800,000 residents, all of whom are convinced they are living on God's most favored spot. This includes the several thousand San Francisco Teamsters whose 21 locals represent a substantial segment of Joint Council 7.

HAS 42,000 MEMBERS

All in all, the San Francisco Joint Council has 42,000 members in 42 locals, which are scattered over an area that extends from Lake County in the north to San Benito County in the south. Eleven of these locals are found in Alameda County, whose thriving and growing county seat, Oakland, is linked to San Francisco by the world famous San Francisco-Oakland Bay Bridge.

Thus the San Francisco Joint Council is a big operation that through the years has called for, and



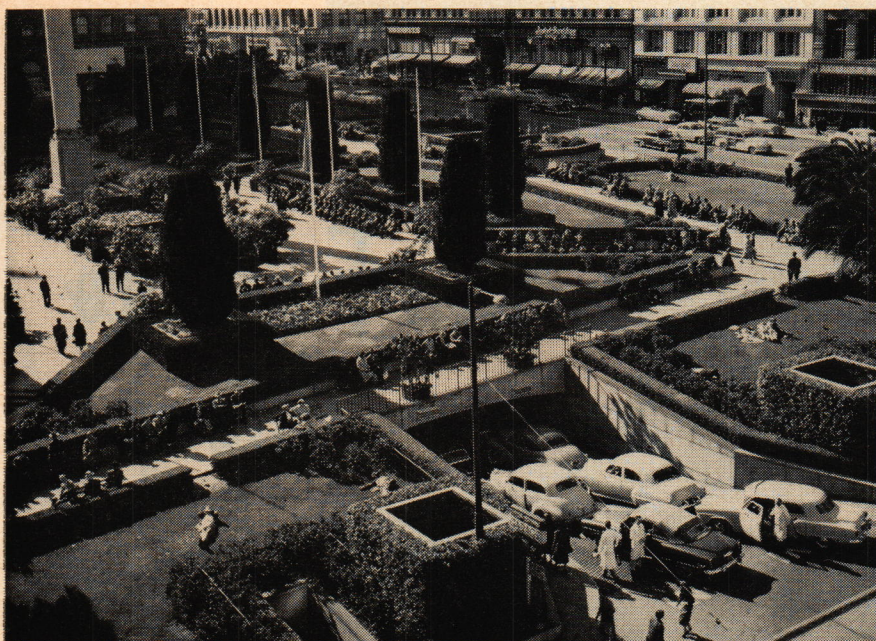
JOINT COUNCIL 7 EXECUTIVE BOARD—Seated is International Vice President Joseph J. Diviny, president of J. C. 7. Standing, from left: Mark O'Reilly, No. 860, trustee; W. D. Nicholas, No. 853, trustee; Erle Carter, No. 315, vice president; Silvio Giannini, No. 280, trustee; Stephen F. Gilligan, No. 226, secretary. Absent at this meeting was Fred Wettstein, financial secretary.

produced, big men to run its extensive affairs.

The Council was chartered November 18, 1907. Leaders in its establishment were the late Michael Casey, who died in 1937, and John P. McLaughlin, who died in 1949 at the age of 77. Both these men were affiliated with Local 85, the

"granddad" of all Bay Area locals; it was chartered August 5, 1900.

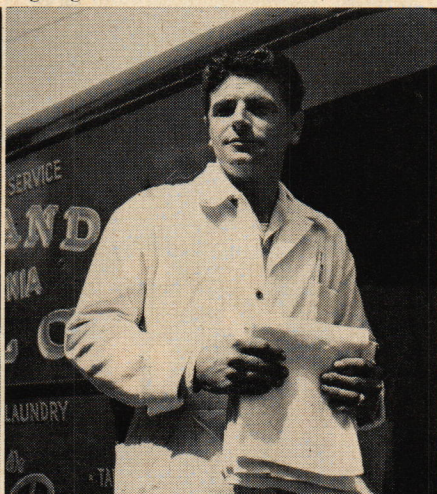
Big men in any man's league, both Casey and McLaughlin were International vice presidents at the time of their deaths. Both were effective crusaders for better wages and working conditions for Bay Area Teamsters. On passing from the



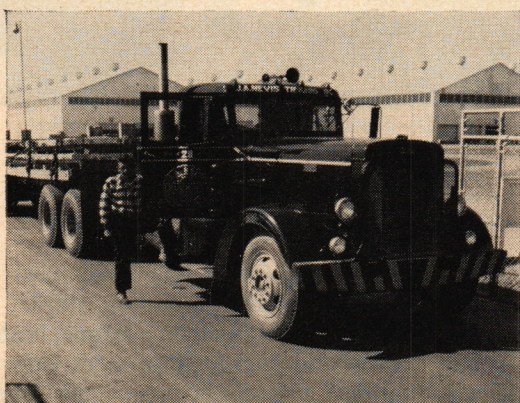
UNION SQUARE GARAGE—Local 665, Garage and Service Station Employees, has approximately 140 members employed at garage, which accommodates 1,700 cars.



BUILDING MATERIAL DRIVER—Amadeo DiRicci, No. 216, in confab with Ted White, business manager of Local 860.

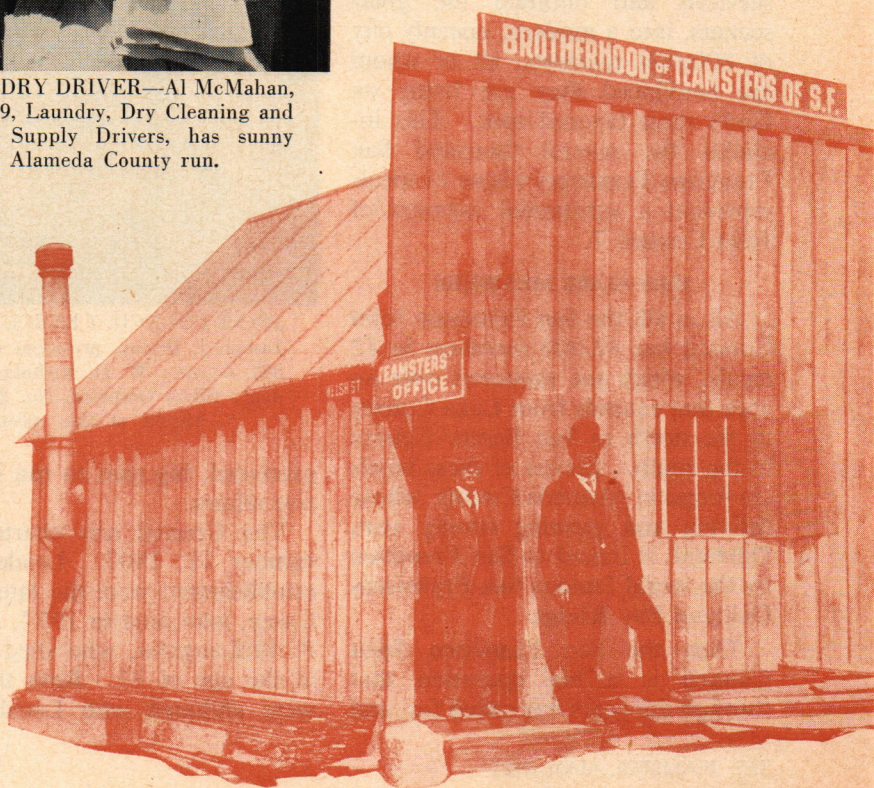


LAUNDRY DRIVER—Al McMahan, No. 209, Laundry, Dry Cleaning and Linen Supply Drivers, has sunny Alameda County run.



WHEELS HEAVY LOAD—Sal DiMercurio, No. 315, carries 25-ton loads on this rig from Columbia Geneva Steel plant on SF Bay.

IN DAYS OF YORE—Local 85, oldest of SF locals, occupied this temporary office after the famous SF earthquake and fire of 1906.



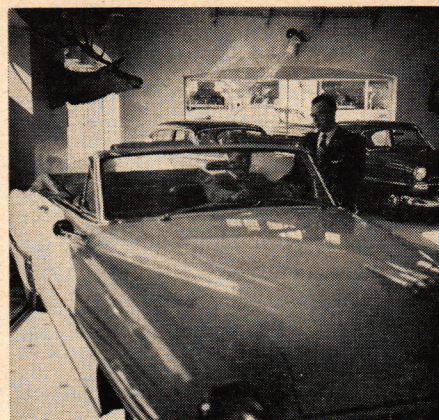
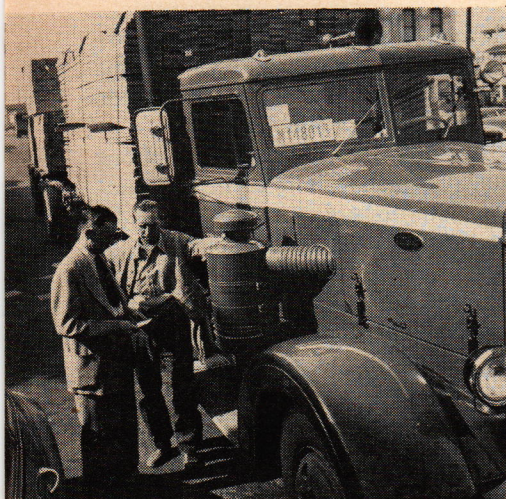
GARBAGE COLLECTOR—Leo Maggi, No. 350, Sanitary Truck Drivers and Helpers, has been driving in SF for 19 years. Average homeowner pays 65c a month for fast, efficient collection service. Truck, hand-made, costs about \$9,000.

scene, they left behind a legacy of militant unionism for the men who direct the Council's affairs today.

BACK TO GOLD RUSH

Teamster organization in San Francisco actually goes back almost to the Gold Rush of 1848. A Teamsters' Association was organized in 1850, but the history of the organization is now scant, its records having burnt in the great earthquake and fire of 1906.

The year 1900, when Local 85 was chartered, marks the real be-



CAB DRIVER—Charles Koener, No. 265, collects fare from sightseer at Old St. Mary's Church on Calif. St., where the cable cars continue to run.

ABOVE, LEFT—John Hauck, No. 70, Oakland, drives lumber direct to job site from No. Calif. forests. Gordon Bradford, highway organizer, is shown checking Hauck's book.

ABOVE—Harold Lopez, bus mgr., Local 85, on old chain-drive truck that he drove years ago on the Embarcadero.

ABOVE, RIGHT—Leo Nurmi, No. 960, Auto Drivers and Demonstrators, gives sales talk to prospect in showroom on Van Ness Ave., SF's car center.



FURNITURE DRIVERS—On fashionable Nob Hill, Ed Ryan and Bud Carter, No. 85, make a delivery. Fairmont Hotel is just across street.

ginnings of the Bay Area Teamsters. Just a month after organizing, they walked out for shorter hours and higher wages (the average San Francisco teamster in 1900 worked 80 hours for \$14 a week) and won their strike. A much bigger test came in 1901 when, after a long and bitter struggle, the teamsters won through to a better deal and became more firmly established than ever. It was out of this strike that the commanding figures of Casey and McLaughlin emerged. McLaughlin went on to become State Labor commissioner, a collector of Internal Revenue, head of the San Francisco Public Utilities Commission and a San Francisco supervisor.

TRADITION CARRIED ON

This tradition of civic service is carried on today by Bay Area Teamsters. International Vice President Joseph J. Diviny, who is also presi-

dent of Joint Council 7, and president of Local 85, is president of the Board of Directors of the Golden Gate Bridge and Highway District, and has held many other civic posts. Harold T. Lopez, business manager of Local 85, is in his second term as a member of the important City Planning Commission. Across the Bay, John J. Sheridan, business agent of Local 315, Contra Costa County, is a Richmond City councilman. Many other cases of civic service by Bay Area Teamsters could be cited.

TIMES HAVE CHANGED

Giving Teamster service in Joint Council 7 today is a far cry from what it was at the turn of the century. To borrow an advertising writer's phrase, Teamster organization in San Francisco has "depth of penetration." Go where you will in this fabled city by the Golden Gate, you'll find Teamsters at work—from the Ferry Building to the Cliff House, from North Beach to Twin Peaks. What the Teamsters do here and across the Bay is por-

trayed in the accompanying photographs. Only lack of time prevented THE INTERNATIONAL TEAMSTER photographer from going into the farther geographical reaches of Joint Council 7 to portray Teamster activity in Marin, Sonoma, Lake, Solano, Napa, San Mateo, Santa Clara, San Benito and Monterey Counties.

LOCALS HAVE GROWN

Most of the locals in Joint Council 7 have enjoyed substantial growth in recent years. In San Francisco, as well as across the Bay and down the Peninsula, new residents and new industries have been pouring in at a rate that makes some of the old-timers' heads swim. All this activity has been reflected in increased Teamster membership rolls. Membership in Local 70, the big Oakland Teamsters and Auto Drivers local, has doubled to 6,800 in the last ten years. Just to the north,

in heavily industrialized Contra Costa County, there is further evidence of sturdy Teamster growth. In October, 1936, highly-regarded International Organizer William Conboy installed the charter of Local 315, General Truck Drivers, Warehousemen and Helpers, with 15 members. The wildest optimist's guess was that some day the local might have a thousand members. Came the war and Henry J. Kaiser to Richmond. The Kaiser Shipbuilding payroll shot to 92,000, and Local 315, with a membership of 6,500, became one of the largest locals in the International. Instead of collapsing industrially after the war, the County brought in many new industries of all types. Local 315's organizing activity has kept

pace with the industrial growth of the county, and membership today is in excess of 2,500. In the next years the local expects to gain 1,000 new members. Similar stories of other locals in Joint Council 7 could be related, particularly of those down in rich and fertile Santa Clara County, of which San Jose is the county seat.

MANY WELFARE PLANS

Approximately 80 per cent of all the members within the Joint Council 7 locals are today covered by Teamster negotiated health and welfare plans. While there are variations in these plans, the basic plan provides for coverage of the member and his family at a cost of \$10.40 a month, paid by the employers. The

administration of these plans is carried out in an office adjacent to Joint Council Headquarters at 25 Taylor Street, San Francisco.

Another interesting fact about Joint Council 7 is that, in conjunction with Joint Councils 38 and 42 (the three Councils in the State), it maintains a legislative office in Sacramento, the state capital. Verne Cannon, the legislative representative, is active on all bills affecting Teamster welfare and livelihood.

International Vice President Joseph J. Diviny, who heads Joint Council 7, was born and raised in San Francisco, and knows intimately the city's people and its problems. His Teamster and civic duties have thrust him into high prominence, and his friends, both in and out of labor,



SERVICE STATION WORKERS—SF City Hall forms background for this shot of Michael Price and Charles Northcott, No. 665, giving plenty of Teamster service to an SF autoist.



OAKLAND WAREHOUSEMEN—Members of Local 853 work in this big Kaiser ready-mix cement plant in Oakland. Members in this picture are L. J. Luthge and Albert Troy.



BREWERY WORKER—J. Amato, Local 896, Brewery, Soda and Mineral Water Bottlers, operates this forklift at Bergermeister brewery in San Francisco, one of the city's largest.



AT BREW KETTLE—Bob Owen, Local 893, Brewers, Maltsters and Yeast Workers, with a sampling spoon at one of the brew kettles. Each of these kettles holds 450 gallons of beer.

are legion. A tour of San Francisco with this forceful, 50-year old leader is a real experience. When proceeding with Diviny in San Francisco by foot, progress is slow; people come from all around to shake his hand and pass the time of day. Council headquarters are a suite of modern offices in a building just off Market Street. Veteran International Organizer William Conboy, who went to work for the International in 1926 assisting Mike Casey, has an office here, as has recently appointed Organizer Joe Dillon. Dillon has succeeded George Mock, who has been appointed to head up organization work in the San Joaquin and Sacramento Valleys.

Under alert, aggressive leadership, there is every indication that Joint Council 7 will continue to play the



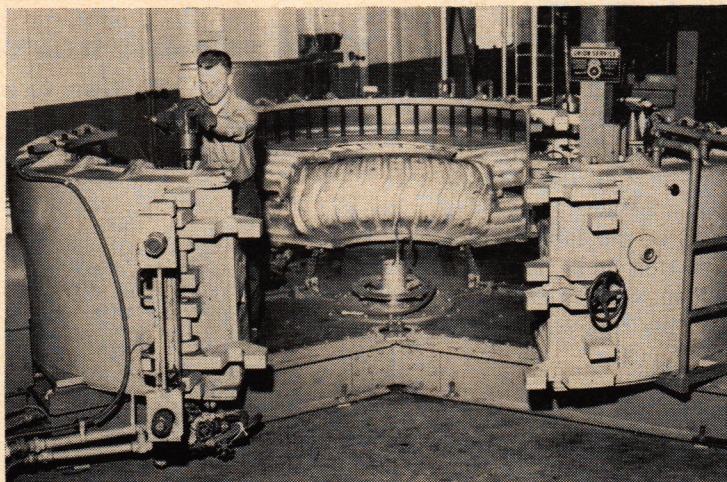
ABOVE—One of the “musts” for every SF visitor is a trip to historic Mission Dolores, one of the early Franciscan missions. Edward Adams, No. 265, is the driver of this Gray Line bus.



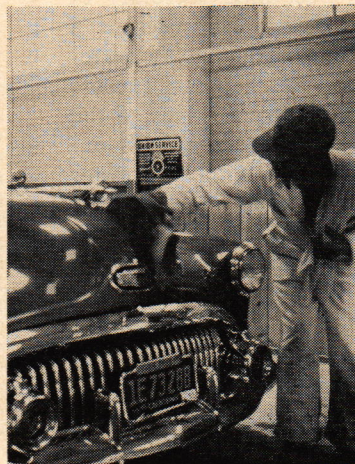
ABOVE—William Prunty and Ray Chubb, No. 85, Railway Express drivers, on a delivery run on Grant Avenue in heart of San Francisco's famous Chinatown area.

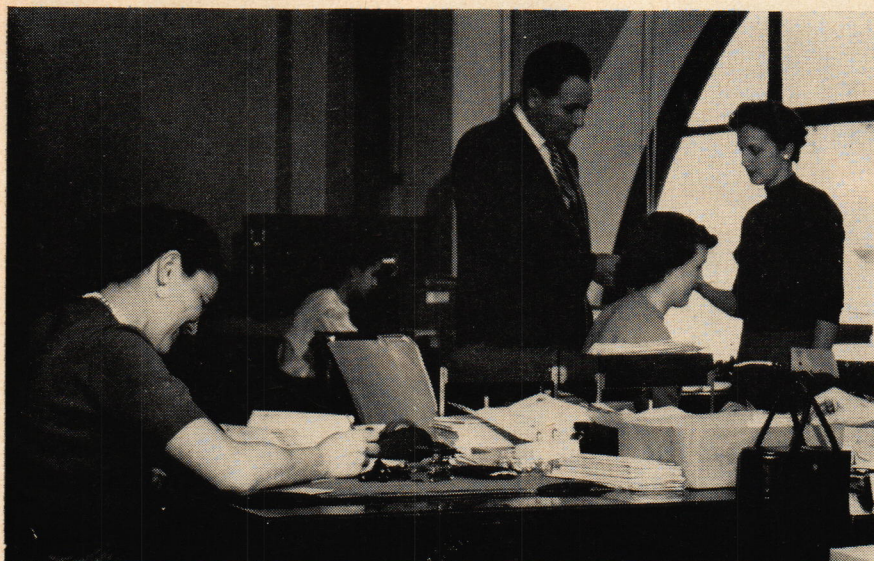
RIGHT—Jim Enos, member of Oakland's Local 70, drives a biscuit truck.

FAR RIGHT—Members of No. 78, Garage and Service Station Employees, Alameda County, work in this Oakland car wash.



ABOVE—The Thompson Aircraft plant in SF is said to be the only place in the world where airplane tires are recapped. Man shown is member of 665, Garage and Service Station Employees.





SECURITY FUND OFFICE—Members of Local 856, Freight Checkers, Clerks and Helpers, at work in office of the Teamsters Security Fund, 25 Taylor Street, San Francisco, where 26 different welfare plans, written into Teamster contracts, are administered. Man standing is Ken Carlson, administrator of the many plans.



MILK DRIVER—Gene Golobic, No. 226, Milk Wagon Drivers, makes the Nob Hill run in San Francisco from where he gets commanding view of the entire Bay area.

important role in Bay Area affairs that it has from its inception.

As the business manager of San Francisco's big warehouse Local 860, Ted White, put it: "You'll find in many cases that the leaders of Teamster labor in San Francisco are the sons and even the grandsons of men who were in the labor movement. They are steeped in its history and traditions, and they are translating their knowledge into sound leadership."

A MEMBER 34 YEARS

Though he didn't say it, White himself is a case in point. He grew up in San Francisco, has been a member of the Teamsters for 34 years, and worked 18 years at the trade before becoming secretary of his local in 1938. He received a charter in 1937 to organize the warehousemen, and has had real success in a field that Harry Bridges of the ILWU had long considered his exclusive jurisdiction. Many Teamster warehousemen today are former members of the CIO and ILWU who became discontented with Bridges' leadership.

Having built up a membership of over 2,000 in 16 years, White is confident that the Teamster membership in the warehouse field will continue to grow, and that the ILWU membership will decline.

Locals Affiliated With Teamsters' Joint Council No. 7 San Francisco, Calif.

No.	Chartered	Membership
12	February 13, 1950	1,158
70	October 1, 1901	6,705
78	February 1, 1937	1,365
85	August 5, 1900	6,490
96	November 4, 1940	349
109	September 9, 1939	342
209	November 10, 1933	458
216	October 1, 1910	1,384
226	October 1, 1903	1,275
241	November 2, 1938	787
256	April 7, 1901	840
265	October 1, 1909	2,120
278	December 19, 1907	716
280	June 19, 1935	529
287	December 22, 1926	2,761
296	January 1, 1947	1,448
302	October 1, 1903	1,678
304	November 6, 1933	436
315	September 23, 1936	2,550
350	October 8, 1936	706
432	December 17, 1918	661
440	October 1, 1903	101
484	November 9, 1916	966
490	November 17, 1916	801
576	June 12, 1950	408
588	May 10, 1937	946
624	July 23, 1934	1,379
655	April 11, 1947	500
665	November 20, 1900	2,950
853	November 15, 1937	2,043
856	May 10, 1949	400
860	November 22, 1937	2,738
884	July 8, 1946	80
888	July 8, 1946	400
890	August 5, 1943	1,277
893	July 8, 1946	300
896	July 8, 1946	1,519
912	July 28, 1948	1,214
921	January 5, 1938	617
923	January 7, 1938	879
960	April 18, 1938	588
980	January 1, 1948	1,234

... as in boxing

YOU'VE GOT TO LEAD!



VICE PRESIDENT Sidney Brennan refused to listen to dire warnings of "sit-tighters." Result: 8,000 new members.

WISE planning and firm leadership have produced an organizing victory which brought 8,000 new members into the International Brotherhood of Teamsters.

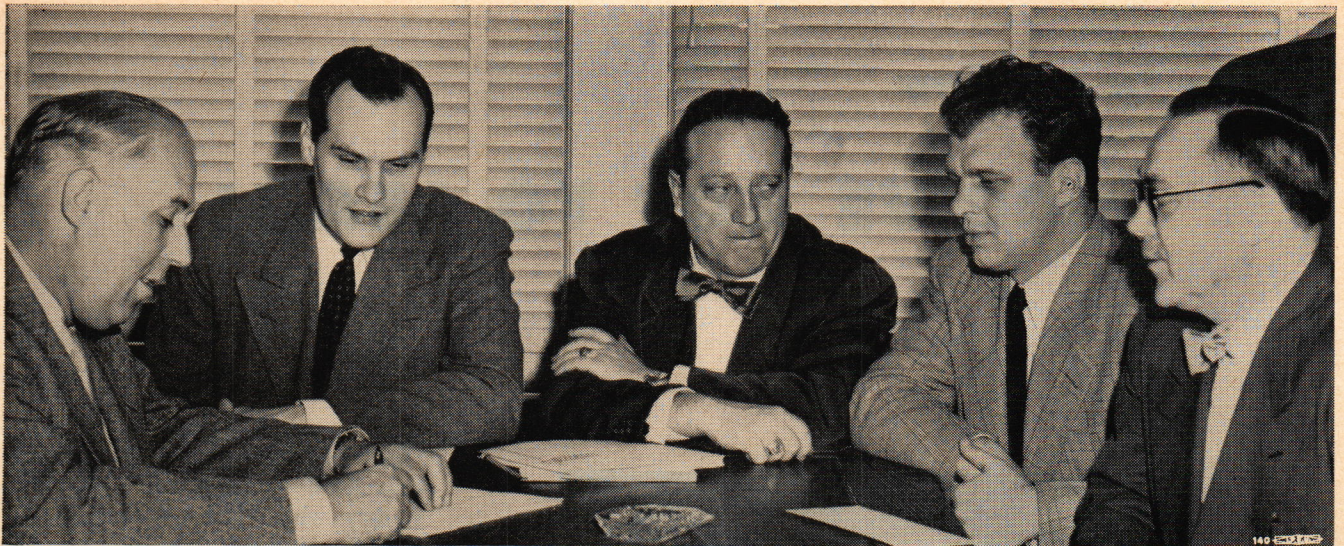
A campaign, directed by Fifth General Vice President Sidney Brennan, resulted in an overwhelming vote in favor of the Teamsters by employees of the Minneapolis Honeywell Co. in Minneapolis, Minn.

The 8,000 workers were at one time affiliated with the CIO. In a recent representation election, they had a choice of affiliating with the AFL and the Teamsters or returning to the CIO. The vote favoring the Teamsters' Union was so decisive the election was hardly a contest.

Throughout the Minneapolis campaign, the pressure was heavy against Brennan to "sit tight" and "let things rock along." Instead of



MINNEAPOLIS HONEYWELL employees, at mass meeting, vote overwhelmingly for Teamsters.



LEADERS confer on transfer. From left: Vice President Sidney Brennan, Robert Murphy, Minneapolis Honeywell Company Local 1145; Robert Wishart, Business Agent, Local 1145; Skiddar Olson, Local 1145, and Jack Jorgenson, President, Teamsters' Joint Council 32.

the soft course of follow-the-leader, Brennan chose the tougher path of asserting vigorous leadership in behalf of the Teamsters' Union. He was ably supported in this direction by Jack Jorgenson, president of Joint Council No. 32 of Minneapolis, and Tony Falicetta, also a Teamster representative.

The Minneapolis victory and Brennan's decision to lead instead of follow focused a dramatic spotlight on a recent declaration by General President Dave Beck, who said: "There are people in the labor movement elected to positions of responsibility who have failed in their discharge of duty—who have failed to lead and were content to follow because it was the popular thing to do!"

Results of the Minneapolis election underscored what can be done when representatives of working men and women insist on exercising wise, responsible leadership.

In making their choice favoring the Teamsters' Union, Minneapolis Honeywell Co. were swayed by nothing but hard facts. The 8,000-member union had never been able to get help from the CIO when it was needed; the Teamsters have a record of pitching in and fighting for local unions when they are in trouble. Never before had the Minneapolis Union been able to depend on monetary assistance from the CIO in event of a strike; the Team-

sters provide weekly strike benefits after the first week.

Also, Teamsters have represented drivers at the Minneapolis Honeywell Company since 1941 and, during all these years, cooperated with the Honeywell employees' union in assisting them in disputes with management. The proven Teamster leadership was a major factor in the employees' decision to affiliate with the International.

The workers were impressed, too, by the fact that they could get a big brother's help, without a big brother's domination. In the Teamsters' Union, they will comprise a solidly-founded, autonomous union with full authority over local affairs. All Teamster locals traditionally enjoy such autonomy as long as they use it in the best interests of the labor movement.

Vice President Brennan and his aides presented these facts clearly and concisely to the workers. On one shift, all but 11 voted for the Teamsters' Union. Throughout the plant, the balloting was equally decisive.

President Beck was quick to praise the forceful leadership of Brennan.

"Poor performance by any union hurts all unions in the eyes of the public and the workers," he said. "Through wise and courageous action, Vice President Brennan has performed a valuable service not

only for the Teamsters' Union, but for all organized labor."

As a result, Joint Council 32 now has over 40,000 members. But nobody in the Minneapolis Teamster movement has time to flourish his hands in pride. They are busy with the next organizing challenge.

"There are a lot of workers who need organization," explains Brennan. "We'll do more than our share here in the Northwest to reach the goals set by General President Beck."

With modest purposefulness, Brennan is restlessly looking for new unorganized fields, where workers can be brought the dignity and security offered by membership in the Teamsters and the American Federation of Labor.

In any new endeavor, he plainly will be one of those who will insist on leading—not following.

Organizing Contest

In an enthusiastic campaign to organize "1,000 new members by December 31," Local Union 22, Toledo, Ohio, has named three "organizing teams" with members serving as "official organizers" for the local.

A large board has been erected in the union's meeting hall, and up-to-date tabulations on the team's progress will be made on the board. Spirited competition for organizing honors is predicted by Local President Lawrence N. Steinberg.

Union Drivers and Truck Owners Donate Time and Equipment for Two Week-ends in 'Operation Orthopedic'

TEAMSTER VOLUNTEERS MOVE A HOSPITAL

A TWELVE-YEAR-OLD, taking a first look at her gaily-decorated room in Seattle's new Children's Orthopedic Hospital, exclaimed, "Oh boy!"

Those two short words just about summed up the excitement of all the hospitalized youngsters whose "home" was moved in a double-weekend "Operation Orthopedic" by approximately 700 volunteer members of Teamsters' Joint Council No. 28.

The dramatic operation was completed with stop-watch precision. The Truck Owners' Association of Seattle donated use of moving equipment, and Teamster volunteers contributed their skill and labor free.

100 TRUCKS EMPLOYED

The big transport job involved moving an estimated 244,700 pounds of equipment. More than 100 trucks were employed, and the task required a total of some 600



TEAMSTERS C. P. Fowler (left) and Norris Cleaveland carry an armload of crutches to waiting truck.

"truck hours." Value of the services contributed by the Teamsters and Truck Owners was figured to be close to \$7,000.

It was believed to be the first time such a quick transfer of hospital facilities had been attempted. As a rule, hospitals changing into a new building are moved a little at a time. But "Operation Orthopedic" was completed in two week-ends—April 11 and 12 and April 18 and 19.

The move was made without disrupting service and treatment of the young patients. The average round trip from the old, 125-bed hospital on Queen Anne Hill to the institution's new, five-million-dollar home seven miles away on Sand Point Way was completed in an hour and a half. Police officers, also volunteering their services, were stationed along the moving route to keep traffic lanes open.

OPERATION DIRECTORS

Directing "Operation Orthopedic" were: Verne Milton of Local 174, D. W. Marshall of Joint Council 28, Ned Miller, secretary of the Truck Owners' Association of Seattle, and Claude Bekins and Joseph Benyon, representing the truck owners.

The big voluntary operation captured the imagination of the Great Northwest and much of the nation. Newspapers gave many columns of space to the story and pictures; television and newsreel cameramen shot hundreds of feet of film to bring the public the heart-warming story of labor and management teaming up in a great and humane public service venture.

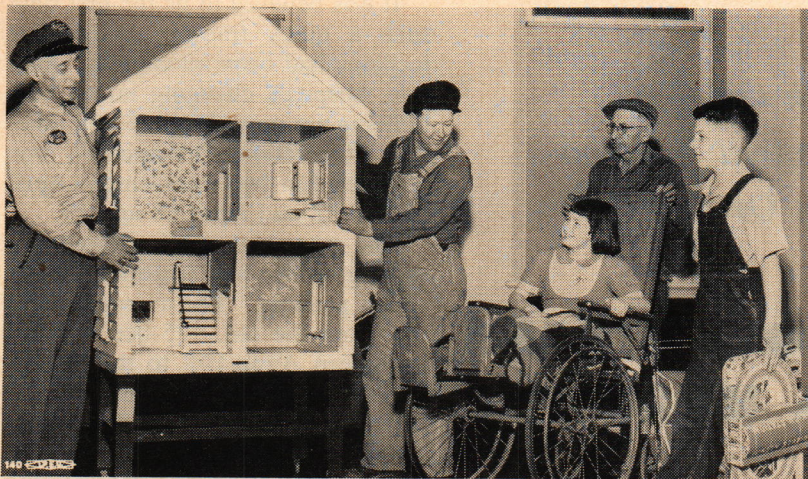
Gratitude of the Seattle area was summed up by an editorial in the *Seattle Post Intelligencer*, which described the operation as "no mere gesture, but a contribution of considerable magnitude." "The com-



MOVING VANS line drive of building being vacated by hospital as 'Operation Orthopedic' gets underway.



TEAMSTER-DRIVEN ambulances and taxicabs, loaned by Seattle companies, transported youthful patients.



YOUNG PATIENTS at right appear assured their doll house and toys are in good hands as the equipment is loaded by Teamsters Jack Packingham, Norris Cleaveland and Earl McConnaughey of Joint Council No. 28.

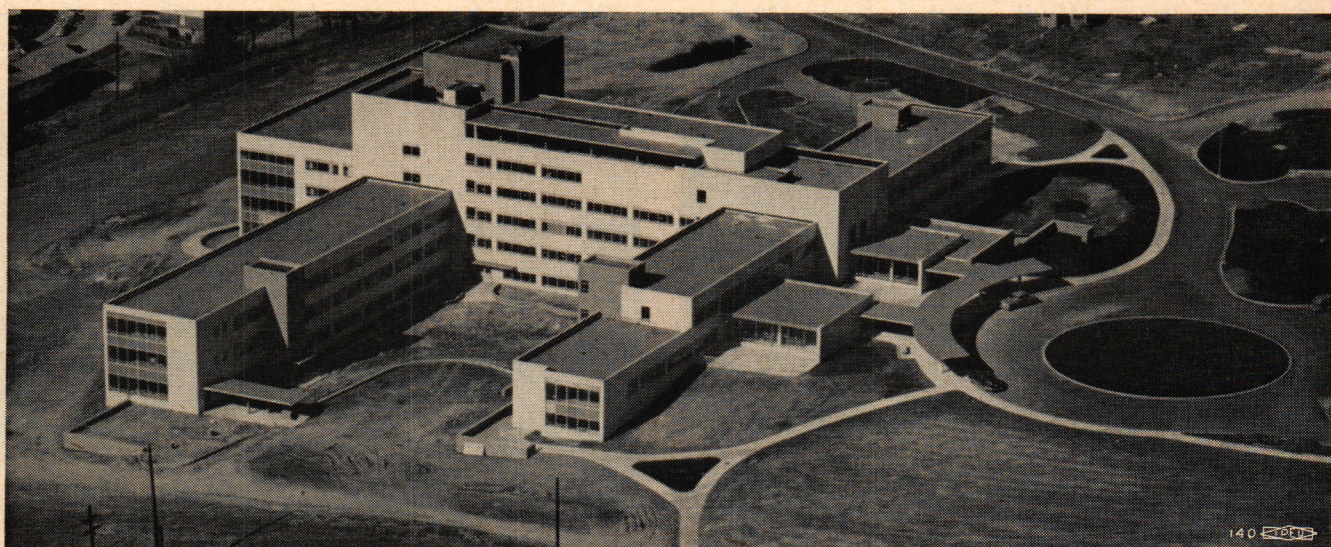
STUDENT NURSE Earnestine Burte (right) shares the happy outlook of two-and-a-half-year-old Larry over the prospect of a 'new home.' Move was made without disrupting hospital's service and treatment.



POLICE OFFICERS, nurses and Teamsters were kept busy blowing up balloons for the cheerful young patients.



'OPERATION ORTHOPEDIC' won grateful applause of the Seattle community, was covered by press and television.



MODERN new home of Orthopedic Hospital is a dream of long years come true for Seattle.

munity owes a debt of gratitude to Joint Council of Teamsters No. 28 and the Seattle Truck Owners' Association for their generous action," the newspaper declared.

Teamster volunteers registered at union headquarters, designating time when they could give their services. A week before actual moving operations began, volunteers and equipment were sent through a full-dress rehearsal to insure a smooth, flawless schedule.

Twelve-year-old Carolyn, who volunteered the "oh boy" description of the tots' excitement, had stars in her eyes despite the fact that she was in traction apparatus and her legs in casts. As a contribution to the festive moving spirit, Carolyn's toenails were painted bright red against the hard, white casts.

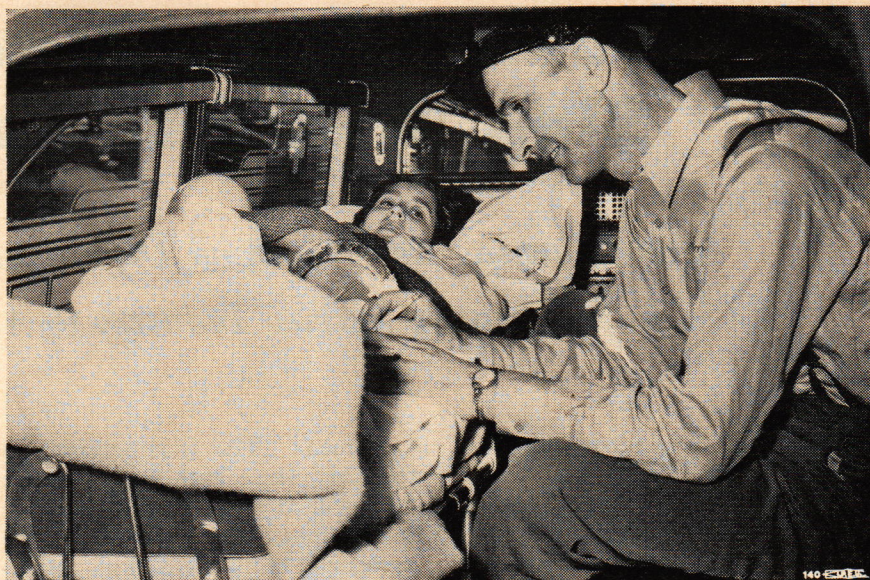
One Teamster volunteer had an unusual interest in "Operation Orthopedic." He was John L. Grosso, a 39-year-old beer truck driver, who had been one of the first patients of the Seattle Children's Orthopedic Hospital. When he was two years old, Grosso had undergone a leg operation at the hospital.

As he autographed Carolyn's leg cast in an ambulance, Grosso volunteered: "I can thank 'em I'm walking. You can never repay 'em for that."

The vans moving furniture and expensive medical equipment carried giant signs: "Operation Orthopedic." For the children, there were balloons and a picnic lunch, and happy smiles and laughter were evident despite the grim accompaniment of crutches, casts and stretchers.

Teamster volunteers also manned the taxis and ambulances which moved the patients. The volunteer police officers divided their time about equally between directing traffic, helping patients into taxis and blowing up balloons.

When the final truck was unloaded and the last young patient tucked into clean sheets in a bright new room, tired Teamsters agreed that their arms were heavy, but their hearts light. In their own way, they made it plain that there is something strangely unwearying about work when it is for young children fighting for a chance to walk and play.



TEAMSTER John L. Grosso, one of the hospital's first patients, was particularly happy to volunteer. Here, he autographs patient's cast.



'YOU'RE OFFICIAL,' says Police Officer Bill MacGrillio, as he puts tag 'Operation Orthopedic' on the truck of Teamster W. C. Martin.



POLICE OFFICERS, who also donated their time, directed traffic along moving route to make sure stop-watch schedule was maintained.

Teamsters and Machinists Sign Jurisdictional Pact

Far-Reaching Agreement on Organization of Workers In Automotive Service Industry to Avoid Disputes

AN agreement of far-reaching importance designed to "resolve to the fullest possible extent jurisdictional differences and promote harmonious relations" has been signed between the International Brotherhood of Teamsters and the International Association of Machinists. The agreement concerns the jurisdiction and organization of workers in the automotive service industry.

The agreement, signed by General President Dave Beck of the Teamsters and A. J. Hayes, international president of the Machinists, has been sent to the secretaries of all locals. With the letter President Beck sent the full text of the agreement.

As the agreement indicates, standing committees are to be appointed by the Teamsters and the Machinists for the purpose of discussing and settling jurisdictional disputes which may arise from time to time.

Both the letter and the agreement are self-explanatory and for the information of the entire membership the documents are being reproduced.

April 1, 1953.

*To All Secretaries, International
Brotherhood of Teamsters*

DEAR SIRs AND BROTHERS:

This is to direct your further and special attention to the jurisdictional agreement recently consummated between our International Unions (I. B. of T. C. W. & H. of A.-I. A. M.). Every member to whom this letter is addressed or who, in any capacity, represents our members in the field of organizing, negotiating, or the settlement of grievances, is hereby directed to immediately and thoroughly familiarize himself with all of the terms and conditions of the

Agreement. This is important and necessary, since each representative will be held personally responsible for the immediate application of the Agreement in the areas of his assignments and when we mention "immediate application" we mean full compliance with the language and intent of every provision. In this connection we issue a note of warning against the use of subterfuge of any kind for the purpose of circumventing the Agreement or any of its provisions.

In view of the fact that the Agreement became effective February 4, 1953, all representatives are directed to comply immediately with the following instructions: In any instance where either organization is competing for the recognized jurisdiction of the other (as set forth in Paragraphs No. 4 and No. 5 of the Agreement), or have cases pending before the National Labor Relations Board, such campaigns and/or cases shall be immediately withdrawn in accordance with Paragraph No. 2 of the Agreement.

From an organizing standpoint, the surface has only been scratched in the automotive maintenance and service field, in the automobile dealerships, independent garages, and service stations of all types. We are confident that with our two Unions working jointly under this Agreement we will be successful in organizing all workers in this field. Our combined field staffs and resources will be pooled in meeting the resistance of the national, state and local automobile dealers' associations, garage and service stations' associations. In any locality or area where one or both of our representatives believe that a joint organizing campaign should be instituted, they

should meet and agree upon all details of the campaign. Any matters upon which full agreement cannot be reached should be brought to the attention of the "Standing Joint Committee" provided for in Paragraph No. 1 of the Agreement, through our offices.

In addition to conducting joint organizing campaigns, each organization will assist the other in the following types of situations: Where the International Brotherhood of Teamsters has already organized the workers covered by their jurisdiction in a particular shop, and workers covered by the jurisdiction of the International Association of Machinists are unorganized, the representatives and members of the I. B. of T. will assist and cooperate in every possible way in organizing this group into the I. A. of M. In a situation where the I. A. of M. has already organized workers in a particular plant covered by their jurisdiction, and the workers covered by the jurisdiction of the I. B. of T. are unorganized, then the representatives and the members of the I. A. of M. will assist and cooperate in every possible way in organizing this group into the Teamsters.

In the past there have been some misunderstandings between our Organizations, and without attempting to weigh the justification or cause of such misunderstandings, we are pledging ourselves to effectively carry out the full intent and purpose of this Agreement as though no disagreements had ever occurred. We must, as members of our respective organizations and the A. F. of L., realize the responsibility we are charged with in organizing the unorganized and approach this task as a unified driving force that will ulti-

mately bring about the complete organizing of every eligible employee in the automotive field. In order that each of you will be completely informed as to the contents of the existing Agreement, you will find a copy enclosed for your study, which shall become a part of your

permanent files. Any representatives who are guilty of any willful violations, whether direct or indirect, of the terms and conditions of the Agreement shall be subject to immediate disciplinary action.

Every representative or member receiving this letter is hereby in-

structed to immediately acknowledge receipt of same.

With best wishes, we are

Fraternally yours,

A. J. HAYES,

President, I. A. of M.

DAVE BECK,

General President, I. B. of T.

AGREEMENT BETWEEN THE INTERNATIONAL ASSOCIATION OF MACHINISTS AND THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA REGARDING JURISDICTION IN THE AUTOMOTIVE INDUSTRY.

In order to resolve to the fullest possible extent jurisdictional differences and promote harmonious relations between the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America and the International Association of Machinists, these two International Organizations hereby mutually agree as follows:

1. That each International Union shall establish a committee of four members, which shall be considered a standing joint committee, for the purpose of discussing and settling jurisdictional disputes which may arise in this industry from time to time. In settling jurisdictional disputes, this Agreement shall be used as a basic guide; however, the Committee shall take full recognition of Local or Area conditions. This Committee shall act in a supervisory capacity in outlining the conduct of all joint organizational drives which shall be conducted by the two International Unions, or subordinate organizations, in local areas.

2. Should there exist on the effective date of this Agreement organizational activities by either party hereto that are contrary to the provisions of this Agreement, said activity shall be corrected to provide for joint participation by both Unions. Either party hereto shall forthwith effectively withdraw from participation in any election now sought or pending before the National Labor Relations Board or any of its regional boards under Section 9 of the Labor-Management Relations Act of 1947, involving employees engaged in the service and repair of automobiles, trucks, tractors, and all other types of automotive equipment in which jurisdiction of either, as determined by this Agreement, is being contested by the other and shall not, in the future, petition for or participate in any such election unless mutually agreed to.

3. Both Organizations approve, accept and will enforce this Agreement relative to jurisdiction of these two International Unions over employees engaged in the service and repair of automobiles, trucks, tractors, busses, and all other types of automotive equipment.

4. It is agreed that the International Association of Machinists has full jurisdiction over assembling, dismantling, adjusting and repairing of chassis, bodies and all mechanical parts of automobiles, trucks, tractors, busses, and all other types of automotive equipment, wherever such work is performed.

5. All other work not covered in the above paragraph, such as storing, washing, polishing, undercoating, fueling, oiling, greasing, tire service and repair, including vulcanizers and mileage men, battery service, parts department or parts house employees including receiving and shipping departments, motorcycle riders, pickup and delivery men, car unloaders and hostlers, service station attendants and parking lot or garage employees, tire and accessory salesmen and cleanup men shall come under the jurisdiction of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

a. Service Salesmen.

Service salesmen who have been advanced from the ranks of mechanics or wherever a service manager or salesman is required to diagnose trouble or to make adjustments or do other mechanical work, such service salesmen shall come under the jurisdiction of the IAM. However, in cases where service salesmen are merely salesmen and are not required to exercise mechanical knowledge or perform mechanical work, such service salesmen shall come under the jurisdiction of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

b. Tow Truck Operator.

All tow truck drivers who perform general towing work such as towing in wrecked or stalled cars, furnish gas, tires, etc., shall come under the jurisdiction of the Teamsters Union. However, it is agreed that wherever mechanics operate tow trucks for the purpose of making mechanical repairs away from their shop such employees shall come under the jurisdiction of the IAM.

6. It is generally understood that in many cases work is being done by members of both International Organizations which overlaps the jurisdiction as prescribed herein. However, it is understood that while organizing employees in this industry we shall establish the jurisdiction referred to above, and that temporarily we should govern their membership by the nature of the work performed; for instance, an employee whose major work is lubrication and a small part of his time is spent packing wheels or other mechanical work, then he should come under the jurisdiction of the International Brotherhood of Teamsters. However, where employees perform mechanical work as the major portion of their time but do a small amount of lubricating, such employees shall come under the jurisdiction of the IAM. And it is further agreed that all employees in the above mentioned categories shall remain members of such International Union as described until such

time as the jurisdiction may be definitely settled in the individual cases.

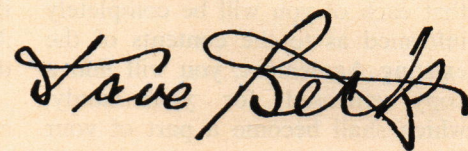
7. It is understood and agreed that this Agreement does not in any way bind either party to protect the other in any way against the legitimate claims of any organization affiliated with the American Federation of Labor.

8. The local unions and other subordinate bodies of each party hereto shall be advised immediately of this Agreement by letter, signed jointly by the President of each Organization and furnished with a copy of this Agreement. This Agreement shall be enforced by both International Unions to the fullest extent consistent with its Constitution.

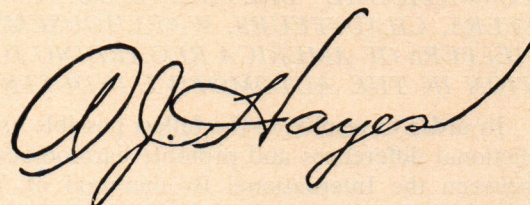
9. This Agreement is to take effect immediately upon its approval by the President of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America and the President of the International Association of Machinists and shall continue in full force and effect until either party to it shall serve thirty (30) days written notice on the other party to

this Agreement of a desire for a termination, change or modification.

Dated: February 4, 1953.



For the International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers of
America.



For the International Association of Machinists.

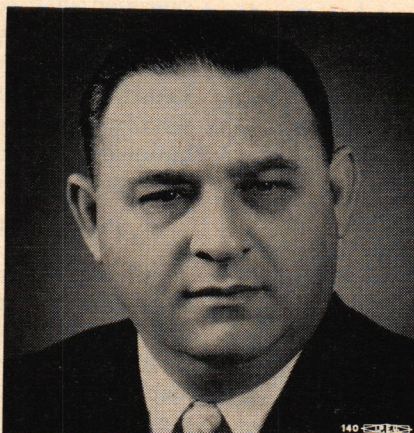
President of Joint Council 41 Honored with Testimonial Dinner

A TESTIMONIAL dinner honoring William B. Presser, President of Joint Council 41, was held in Cleveland, Ohio, April 16. A capacity crowd of 1,030 attended the affair to pay tribute to the outstanding Teamster leader. Thirty prominent guests, representing labor, civic, religion and business, were seated at the head table.

Guest speaker for the event was General President Dave Beck, of the International Brotherhood of Teamsters. President Beck lauded Brother Presser, pointing to his progressive leadership and the outstanding gains attained under his direction.

President Beck said the demonstrated ability of Brother Presser assured great progress for Teamsters in the whole state of Ohio. One phase of this will be an intensive organizing campaign, conducted under the direction of Brother Presser.

President Presser has served as head of Joint Council 41 since January 1 of this year. He also has served as President and Business Manager of Teamster Local 410—a vending service local—since it was chartered two years ago. For the previous 17 years, the local had been affiliated with the Electrical Workers.



WILLIAM B. PRESSER

In addition to President Beck, other speakers who paid tribute to Brother Presser included Judge James C. Connell, Phil Hanna, Secretary of the Ohio State Federation of Labor; Thomas McDonald, President of the Cleveland Federation of Labor; Michael Lyden, President of the Ohio State Federation of Labor; Robert Knee, counsel for the Ohio Conference of Teamsters; William Finnigan, Secretary of the Cleveland Federation of Labor; the Rev. Edward C. McCue, dean of John Carroll University, and Dr. Rudolph Rosenthal, Rabbi of Heights Temple in Cleveland.

Metal Trades Council Scores Key Victory

A significant organizing victory has been won by the Denver Metal Trades Council at the Rocky Flats Atomic Energy Plant in Denver, Colo.

Workers at the installation, operated by Dow Chemical Co., gave the AFL unit the following overwhelming victory: Metal Trades Council, 214; CIO, 52; No Union, 10.

J. A. Brownlow, president of the AFL Metal Trades Dept., said:

"This victory is particularly important, although the numbers involved do not seem too great at the moment. It is a clear demonstration that the local unions of International affiliated with the Metal Trades Department can win this type of plant without any complicated procedure."

In the Rock Flats victory, officers of the Metal Trades Council and business agents and representatives of the various unions involved conducted a closely-coordinated campaign.

"All that is needed," Brownlow said, "is an acceptance on the part of the respective local unions of their responsibility to the end that employees belong to their crafts, working in industrial plants, should be organized."

Success Forecast In Brewery Drive

National Conference Will Step Up Organizing Efforts to Meet Changing Methods of Beer Distribution

A NEW era in progress in organization in the brewery industry was forecast late last month by officials of the National Conference of Brewery & Soft Drink Workers.

The prediction of continued success was made by officials of the trade division on the eve of sessions in Chicago in which plans were to be made to step up organization efforts on a wide front.

CHANGING CHARACTER

New efforts toward strengthening its position in the industry are being made as the result of the changing character of the beer distribution. The large nationally known brand manufacturers are intensifying their efforts toward getting their product distributed on the widest possible base. Formerly these large concerns were content to manufacture their product at a large central place and ship beer to wholesale distributors. Milwaukee, New York and St. Louis were among the cities which have long been regarded as principal centers of manufacture.

A combination of competition by local brands and the increased opportunities of national merchandis-

ing through radio and expanded television advertising is bringing changes in the pattern of distribution.

Within recent years the trend toward decentralization on the part of national breweries has been apparent. Several years ago Pabst established a brewery in Newark, N. J., to effect better distribution of its product to the populous markets of the Atlantic seaboard. This was followed by the establishment of a famous St. Louis product, Budweiser, in the new plant by Anheiser-Busch at Newark. The establishment of these two large national

concerns together with branches of Reingold and a distribution outlet by Schlitz makes Newark an important key distribution center in the brewing industry.

The tremendous growth of population on the West Coast is resulting in major attention being devoted to the rich market of that growing section of the United States. Anheiser-Busch is establishing a plant at Los Angeles and so is Schlitz. Thus both St. Louis and Milwaukee brews are stepping up their efforts to get a healthy slice of the consumer market in the West.

GROWING DECENTRALIZATION

The growing decentralization of breweries is posing a two-fold problem in labor organization. First, the new development, say members of the national trade division of brewery workers, will require national thinking and national action by the International Brotherhood of Teamsters in order to insure maximum success and effectiveness. Secondly, with the division of unions between the Teamsters and the Congress of Industrial Organizations workers in the industry, workers cannot hope to attain their maximum

success and benefits. The economic position of the workers is substantially weakened by the divided union efforts.

Teamsters carry the merchandise and as the transporters they operate what might be called the life-line of the industry. They occupy strategic and priority place among the brewery workers. When Teamsters are bound together in an effort to utilize their economic strength properly and efficiently, their efforts achieve success. The recent smashing victory over the dual union by the Local Joint Executive Board in Newark is persuasive proof of this. Two of the three members of the joint board were Teamster unions and the other a Federal Union affiliated with the American Federation of Labor.

INCREASED EFFECTIVENESS

The National Conference of Brewery & Soft Drink Workers is working on a program of analysis and planning for increased effectiveness by the conference in behalf of the constituent unions. The conference has repeatedly pointed out in election campaign statements before the National Labor Relations Board and in its general educational programming that brewery workers coming into the Teamsters will not lose their identity. One of the main arguments made in the Newark fight by the CIO was that brewery workers would lose their identity. Such is not the case. The Teamsters have a record, not only on the brewing industry, but in many other industries which disproves such a charge by the CIO—a charge that is strictly an anti-Teamster fear generator.

With national brewing concerns establishing tremendous sub-plants in the East and West, the economic strength of these organizations becomes pronounced. In order to achieve fairness in wages, hours and conditions the brewery workers must have a maximum of solidarity. Such solidarity cannot be realized through divided unions. The goal then, says the trade division of this important industry, becomes one of organizing not only the beer drivers, but also the brewers, bottlers and

(Continued on page 28)

EDITORIALS

More on Trip-Leasing

The battle against gypsy trucking is by no means over. When the United States Supreme Court ruled that the Interstate Commerce Commission does have power to set regulations on trip leasing, it did not write the final chapter in the long battle which has been waged almost singlehandedly by the International Brotherhood of Teamsters. We had hoped that the word from the highest court in the land would be sufficient to establish beyond any doubt the authority to invoke rules and regulations in this important area of motor transport.

We see now that many of the carriers are unable to accept the verdict of the high court. New legal techniques are being evolved both on the regulatory and the legislative fronts in an effort to defeat leasing regulation. Carriers are attempting to get the I. C. C. to extend the time limit of effectiveness from the date the regulations are issued. This would give carriers another opportunity to perpetuate the evils which have brought on the necessity for regulation. Progressive-minded carriers realize that regulation of the gypsies must come and they would like to see the rules formulated and put into force as soon as practicable. But some of the carriers—and not an inconsiderable number—are doing everything they can to frustrate the efforts toward regulation.

Bills have been introduced in the United States Senate and into the House of Representatives which would prohibit the Interstate Commerce Commission from regulating trip-leasing. The bills are identical in language and both are short, but quite to the point. The proposed measures would amend Section 202 of the I. C. C. Act by inserting at the end the following language:

“(d) Nothing in this part shall be construed to authorize the Commission to regulate the duration of any lease, contract, or other arrangement for the use of any motor vehicle by a motor carrier in providing transportation, or the amount of compensation to be paid for such use.”

The wording of this amendment hardly needs explanation. The efforts on the regulatory and legislative fronts points up the necessity for eternal vigilance on the part of the Teamsters and others interested in eradicating the pernicious gypsy practice.

Record Employment Ahead

The Department of Labor reports that we are well on our way to another year of record employment. In 1951 and last year the nation reached the extraordinary figure of 62.6 million workers employed.

The Department's estimate is based on a survey of employment conditions in 182 major labor market areas and 18 smaller areas. Of the 182 areas, five showed a labor shortage, 78 were “in balance,” 82 had moderate surpluses and the remaining 17 had what are called substantial surpluses.

We are glad to know that the agency thinks we will have a fine year, but the indications of so-called “surplus” areas cause some concern. The New England textile and shoe centers as well as some of the mining regions seem to be among the hardest hit. These are in marked contrast to the following areas which are the five shortage spots: Hartford, Conn.; Aiken, S. C.-Augusta, Ga. (atomic project); Battle Creek, Mich.; Joliet, Ill., and Wichita, Kans.

Surplus labor areas should be of considerable concern to leaders in Government and the fact that there are apparently few such areas does not relieve all of us of the responsibility of alleviating conditions in those areas if at all possible.

New Facts on Motoring

One of the most interesting and comprehensive studies of accident causes ever attempted is now under way on the Pennsylvania Turnpike by special engineers and technicians who are making a survey of turnpike transportation dating back to 1941.

Another year will be required before complete studies are analyzed and recommendations made to the Turnpike Authority and to the Pennsylvania legislature. In the meantime some interesting preliminary conclusions have been reached. Some of the conclusions seem to be part of the statistical evidence which several months more of study will only reinforce but not upset.

Among these conclusions seems to be an important one: high speed is apparently not the *main* cause of turnpike accidents. This would seem to upset many popular beliefs about transportation along our modern expressways. The study group found that the “peak of accidents has been found to occur at speeds between 41 and 50 miles per hour.” This includes accidents on all cars and the 11-year survey covers more than 42 million vehicles. Approximately 85 per cent of the accidents, say the analysts, is due to driver error and only 15 per cent has been due to “malfunction, blow-outs, and unlooked-for road obstacles.”

Only 1 per cent of the vehicles in accidents were traveling at 70 miles or more per hour and no trucks were involved in accidents at that high speed. The peak

of truck accidents occurred at speeds between 31 and 40 miles per hour.

The turnpike researchers have also collated the ages of drivers with the accidents which have occurred. They have found that almost one-third of the drivers were between 16 and 25 years of age, while 29 per cent involved drivers between the ages of 26 and 35. They also found that only 8 per cent of the accidents involved drivers more than 56 years of age. Regardless of the age of the drivers, it was found that accidents occurred at approximately the same speeds and three out of four of the accidents happened when the cars were going less than 51 miles an hour. Trucks, the analysts found, were going less than 41 miles an hour when accidents occurred.

It is too early to draw many conclusions on the basis of present data. We must wait until all evidence is in and the experts come up with their final conclusions and recommendations on regulations of turnpike travel both for passenger cars and trucks. The conclusion that speed is not a major cause should be no excuse to disregard the danger of traveling at high rates of speed. All the evidence seems to point more than ever to the basic necessity of the most rigid attention to the human factor—which is another way of saying that when all the statistics are in, the experts will probably say that there is no substitute for a careful driver in both passenger cars and trucks, a conclusion which is scarcely startling.

New Leadership

The United Nations is entering into a new era, an era in which its principal officer has been changed. Trygve Lie, of Norway, is retiring from the controversial post of secretary-general and is being replaced by Dag Hammarskjöld, of Sweden.

Lie came to the post as the UN's first secretary-general with an impressive record in legal and juristic work in his native country. His tenure in the UN has been a difficult one and he undoubtedly looks forward to being relieved of the international pressures generated by the cold war between the East and the West as well as the hot war in the far East. His background in the Norway labor movement gave him a background of understanding unusual in a public official.

We know little about the new secretary-general. He comes from the fields of economics and finance and is said to be an exceptionally able administrator. The new post for the Swedish diplomat will test his abilities to the utmost. He deserves the best wishes of all in his new endeavors.

Labor Unity

Last month conversations between the American Federation of Labor and the Congress of Industrial Organizations began in an effort to effect unity between the two great organizations of trade unions. It is too early

at this time to speculate upon the progress or the outcome of the conferences. These meetings are of the utmost importance to trade unionists throughout the country and come at a time when labor must muster all the strength it can to resist efforts now being made to press down harder through restrictive legislation against the working man.

We sincerely hope the conversations between the committees of the AFL and CIO progress encouragingly and all of us should be patient and not expect overnight miracles of consolidation. The differences between the two groups are many and efforts to smooth out possible points of friction will require the utmost skill and diplomacy on the part of all hands.

We wish the committees well in their worthy endeavor.

Importing Labor

A shocking attempt to import thousands of Japanese laborers for the citrus fields of California was recently revealed through action of the American Federation of Labor Representative in Asia. It seems that some growers in the West wanted Japan to send over 7,000 laborers to work in the fields for sweat-shop wages—\$2 a day.

Such an invasion of workers at substandard pay could be made legally under the guise of "labor shortage." The attempt to bring in Japanese is an added effort to those already made to bring in Mexican workers at low wages.

THE TEAMSTER has commented on the "wetback" menace from time to time since many of our people are affected. While the workers who may come in may not compete directly with Teamsters in the canning and processing industries, it is only one step removed from our work. If the workers can be brought in to pick crops, they will soon be brought in to process and can them. Moreover, if pickers and harvesters come in at shamefully low wages, we will soon see efforts made to lower the wages of our processor workers.

The attempt to invade the American labor force with low-paid Japanese is another illustration of the necessity for vigilance on the part of trade unions. We cannot be complacent about the progress we have made. If we are not vigilant, we are not going to enjoy that progress—we will start going backward. This attempt to bring in wage-cutters and slave pay is another illustration also of the need for strong unions.

War involves in its progress such a train of unforeseen and unsuspected circumstances that no human wisdom can calculate the end. It has but one thing certain, and that is to increase taxes.

—Thomas Paine.

TRUCKERS SEEK ICC RECOGNITION

A STRONG drive to get appointments to the Interstate Commerce Commission for men with an understanding of the trucking business is being made by the Trucking Industry National Defense Committee of which General President Dave Beck is chairman. The committee represents carriers, manufacturers and labor.

Mr. Beck, acting in his capacity as committee chairman, appealed to President Dwight D. Eisenhower for the appointment of men to the I. C. C. "whose background is broad enough to include a realization of the pre-eminent place of trucking among our transportation industries."

SECOND EFFORT

The appeal by this committee marks the second major effort made directly to the White House in behalf of the motor transport industry. The committee appeared on January 30 for a conference with Mr. Eisenhower with reference to the establishment of a new Federal commission to regulate motor transport carriers.

The letter sent recently to Mr. Beck in behalf of the committee said in part:

"You have four appointments to make to the Interstate Commerce Commission; three now, and the fourth on June 17, 1953. The three would be replacements for Commissioners William E. Lee and William J. Patterson, whose terms have expired, and J. Monroe Johnson, who is serving under an executive order of the previous administration. The fourth place would be that of Commissioner Walter M. W. Splawn who reaches the statutory retirement age on June 16, 1953.

"The opportunity is thus presented for reconstituting the Interstate Commerce Commission along lines which recognize the necessity of maintaining a healthy trucking

industry in the interests of our national defense and economic survival. Trucks are carrying more than 75 per cent of the nation's freight, and one out of every 11 Americans derives livelihood directly or indirectly from the trucking industry and related business. The industry development has paralleled the growth of our nation to world leadership.

"We urge that in the national interest you appoint men whose background is broad enough to include a

realization of the pre-eminent place of trucking among our transportation industries. Adequate consideration has not been given to trucking background in former appointments, with the result that the industry has always deemed itself a stepchild.

"Roy Fruehauf, B. M. Seymour, who accompanied me to our conference with you on January 30, and other members of our trucking industry labor-management group with whom I have talked since then, believe strongly that by making these four appointments at an early date you will be giving much needed encouragement to millions of Americans whose livelihood is dependent upon the operation of our transportation system upon realistic and progressive lines dedicated to the common good of our country."

CLIMAX NEAR IN SUIT AGAINST RAILROADS

The multi-million dollar lawsuit brought by the Pennsylvania Motor Truck Association against 31 railroads and a public relations firm will reach a climax June 22 when arguments will be held on a motion to dismiss the suit.

The plaintiffs include 37 trucking concerns who are suing for \$250 million damages. One of the principal defendants is the New York public relations concern of Carl Byoir & Associates. The judge hearing the case, Thomas J. Clary of the Federal court, said that a heavy court schedule prevented his setting an early date for hearing arguments on the motion.

VILLIFICATION CHARGED

During the process of the suit extraordinary allegations were made against the public relations firm charging a campaign of villification against motor trucking.

At the pre-trial hearing a memorandum was introduced which described a campaign for the use of radio and television for propaganda purposes in fighting the motor trans-

port industry. The memorandum told of the use of scripts which might be made "with the trucker theme as the basic plot picturing the trucker as a law breaker, etc."

"We will make all possible efforts to enlist the aid of regular and free lance writers," the memorandum said, "to utilize the trucker as a 'heavy' for shows they (free lancers) are writing or will be writing. Special emphasis will be placed on trying for 'soap opera' contact and such utilization."

'DAMAGE DONE'

Another section of the memorandum said that "bad truckers may be compensated for by good truckers but the poison will still be there and the damage done."

Another memorandum introduced during the recent proceedings told how the public relations firm had used "front" organizations to beat a Pennsylvania fair truck bill. Efforts were made to get organizations to register objections against the trucking bill. Some 21 witnesses were obtained representing 21 organizations against the bill.

*Changes Are Certain to be Made
In Taft-Hartley, But They Are More
Likely to Please Bosses Than Labor*

NEW THORNS FOR AN OLD PROBLEM

THE problem of revising the Taft-Hartley law in a way which will satisfy both labor and management becomes increasingly difficult in the face of arguments being advanced before congressional committees. Hearings before the House Education & Labor Committees revealed the line of attack against labor in favor of a tougher Taft-Hartley law and this general philosophy was being advanced in April as hearings were progressing before the Debate Committee on Labor & Public Welfare.

MAJOR DEVELOPMENTS

Developments in the Taft-Hartley law controversy as discussion progressed before Congress included:

1. Declaration by Representative Samuel K. McConnell (Rep., Pa.), chairman of the House Education & Labor Committee, in favor of changes in the law favored by management but opposed by labor.

2. An attack on the administration and decisions of the National Labor Relations Board by a trucking association spokesman who urged tougher provisions in the law which would weaken Federal regulation and strengthen state regulation. Cases involving the International Brotherhood of Teamsters were cited in support of the arguments on secondary boycotts, injunction use and recognition strikes.

3. An emerging philosophy on the part of many members of Congress that the role of the state should be enlarged and that of the Federal Government should be narrowed.

Hearings in the House extended

many days and included several thousand pages of testimony on all phases of the Taft-Hartley law. Since the House committee was first in its consideration of the act, the words of the chairman have especial importance, say observers familiar with the Washington legislative scene.

Chairman McConnell gave an address of major importance in Los Angeles, Calif., before the Merchants & Manufacturers Association in mid-April. The Pennsylvania congressman said that he saw no point in requiring the employer to sign the non-Communist affidavit, if the affidavit section remains in the act. Such a requirement would be a "waste of time and effort—and for no good visible purpose."

Mr. McConnell also said that economic strikers should not be permitted the right to vote in NLRB elections. He said letting strikers vote "... long after they had been permanently replaced and were working somewhere else" would amount to "a sort of ballot-box stuffing." This attitude as well as that on the non-Communist affidavit problem is directly contradictory to the view expressed by President Eisenhower. During the political campaign last fall General Eisenhower in speaking to the American Federation of Labor convention in New York drew his largest volume of applause when he called for equality of treatment on the non-Communist affidavit section. He also attacked the doctrine of not permitting economic strikers to vote as a "union-busting device."

Of even greater significance than

his expression on the affidavit and economic strikers problems was his view on the Federal-states problem of labor regulation. He indicated that he thought the states should have more power to police strikes and picketing. He also indicated that the employer so-called "free speech" area should be enlarged.

The official attitude of the American Trucking Associations was expressed in testimony before the Senate Committee by Benjamin R. Miller, director of industrial relations of the organization. He addressed himself primarily to the subject of the secondary boycott problem, said the "will of Congress . . . has been emasculated by administrative fiat to the point where Section 8(b) 4 has (been) virtually repealed." He said that because of "administrative misconstruction of the Act's secondary boycott prohibitions, truck operators are now without the power to remain neutral in the labor disputes of others."

UNDERMINED CONGRESS

Miller charged that the NLRB has undermined the effect of the intent of Congress through its decisions in trucking cases. After citing a number of cases—"unpoliced highway routes" he said—involving the International Brotherhood of Teamsters, Miller observed. "We submit that the purpose and effect of the Act's Section 8(b) 4 has been entirely vitiated through the routes noted above."

The ATA spokesman devoted considerable attention to the so-called "hot cargo" doctrine and said, "Teamster unions in their collective bargaining with truck operators are regularly demanding, and obtaining, 'hot cargo' clauses in their labor agreements. This type of clause, said Miller, is the "widest express route designed for unions to avoid the toll of otherwise unlawful secondary boycott."

The fear of Teamster Union effectiveness in organizing the unorganized was raised apparently to frighten the congressional committee. He quoted from a Teamster weekly paper which described plans of cooperation by Teamster unions in organizing efforts. In this connection

(Continued on page 28)



Looking down the center aisle of Safeway's big grocery warehouse serving the Nation's capital, and Maryland, and Virginia.

'SUPER MARKETS' REQUIRE SUPER WAREHOUSING

OUT on the Pacific Coast, where they often do things in a big, "super," and "colossal" way, a trend began about ten years ago which has spread to every state in the Union.

This is the trend toward larger and more diversified grocery stores, which we call "super markets." In time the term, "super market," became a single word in our American language, and the super market became the big and appealing general store of today.

The trend continues year after year. In 1952, there were 1,118 super markets built; in 1951, 1,166 were erected and opened to a growing suburban and rural population.

All of this centralized merchandising has brought changes in the manner of warehousing. The handling of food stuffs, wearing apparel and countless other sales items before they reach the store shelves and

counters is becoming, more and more the domain of the Teamster. The precise inventories needed in big warehouses, the elaborate, but skilled, manner of making up orders, the traffic control necessary to keep commodities moving . . . these are all skills and practices which fall readily under the jurisdiction of the Teamster. One need only step into a big 15-acre central warehouse and see the stacked pallets, the hand trucks, the long trains of coupled trucks pulled by powerful little engines to realize that modern modes of living have extended the Teamster's work to the very assembly lines of production.

The stockroom clerk of yesterday, who fell asleep on a sack of sugar back in the shadows, is gone. Today's branch store often keeps only enough merchandise for a few days of sales and places much of

its wares directly on the shelves as it comes from the central warehouse.

More and more, big manufacturing and jobbing firms are opening branch distribution centers to keep their products moving to the consumer efficiently. The grocery chains, particularly, are establishing distribution centers, which sometimes serve an area of several thousand square miles. These centers are located in Atlanta, New Orleans, Birmingham, Memphis, Chicago, Kansas City, and at other important points.

An excellent example of such a regional warehouse is the big Safeway Stores' Distribution Center at Landover, Md.—the nation's newest and biggest. Except for the butchers who prepare the meat in the big 361-foot by 387-foot meat warehouse and the bakers who handle the Safeway-brand bread, it's a



Adding another palette of cereal to the towering stacks.



Train now loading for departure in a grocery warehouse.



Teamsters mount bicycles to get around many warehouses.



Men who work among frozen foods dress to face subzero cold.



Long lines of beef aging in a clean, well-lighted store room.



Cigarette cartons must be reopened to stamp on state taxes.

Teamster-operated center throughout. There are 140 Teamsters in the big grocery section alone.

The Safeway center spreads over more than 48-acres of ground near the Southeast corner of the District of Columbia. On this acreage there are 16 1/3 acres under roof. It's almost one-half mile—or 10 city blocks—from one end fence to the other. Under the big roof, which stretches two-thirds of the overall distance from fence to fence, there is a 463-foot by 617-foot grocery warehouse, a produce warehouse, a mixed loads section, a bakery goods section, a milk products section, a big frozen foods unit with its sub-zero colds, and the meat warehouse.

Under a separate roof is store cleanup, salvage, bottle return, and box storage shed, all units designed to expedite the flow of merchandise through 190 Safeway stores from Richmond and Charlottesville, a hundred miles down into Virginia, throughout Maryland to West Virginia and Pennsylvania.

LARGE FLEET

The trucking fleet which operates from the center is a sizable unit itself. To serve the almost-200 branch stores, the grocery chain has 323 pieces of equipment—tractor and trailer-truck type. Most of the merchandise is hauled in 20- and 32-foot trailers. A large truck-repair shop at the center keeps the equipment in order, and 132-truck stalls along a 1780-foot dock keep their Teamster-driver busy.

A conspicuous part of any big warehousing operation is the number coding systems necessary to communicate and prepare orders. Every item of merchandise has some classification number. The manager of a branch store orders in certain quantities of each item, according to his experienced need. He wants so many of number 324, so much of 246. His order comes in at regular intervals. It is checked for coding, sent to the job makeup table located in the center of the warehouse, where warehousemen assemble the requested items. Each order has a job number, which it carries with it to the store. Bulk lots are marked with these job numbers to



A Safeway truck loading for the long haul to retail stores. Many a trip totals 200 to 300 miles before the job is done.

keep them in order on the trucks. Other code numbers help to identify the commodity's location in the sprawling warehouse.

To keep orders moving, a "tractor" is circling the grocery warehouse all the time picking up loaded hand trucks and taking them to the loading docks.

Meanwhile, sturdy fork-lift trucks are stacking new merchandise just coming into the warehouse. All non-perishables—canned goods, jars, etc.—are stacked on pallets and lifted out of the aisles into assigned positions for storage.

TEMPERATURE CONTROL

A visitor to a big grocery chain's warehouse never fails to notice the many variations of temperature necessary to prevent merchandise spoilage. Moderate room temperatures are necessary for the general canned goods. The produce warehouse must have special lockers with low temperatures for perishable fruits, another for special vegetables. There must be a warm ripening room to turn green bananas into salable yellow. Bakery goods must be dry. Frozen foods are stored as cold as 20 below zero. The meat-aging room stays at freezing temperatures. Milk and dairy products must be cold. There are Teamsters in some of these big warehouses who

stay in parkas and heavy jackets all day long. Others, who cut bunches of bananas from their stalks, work in shirt sleeves. The Safeway center at Landover, Md., is the largest gas heating fuel user in Metropolitan Washington, with 197 gas heaters and blowers installed in the warehouses.

BUSTLE AND HURRY

The supermarket warehouse is a busy place each working day. To the outsider it may seem a picture of confusion—men hurrying here and there to fill orders, fork lifts trundling pallets to high stacks—but to the men of the food industries all over the nation it's the only answer to modern merchandising.

Before Safeway opened its central distribution center at Landover, it had stock scattered in a dozen or more locations about the District of Columbia. Each small warehouse took separate orders, had separate problems, left store managers pulling their hair.

To install the big new center construction contractors diverted the course of a stream and leveled a hill by excavating 870,000 cubic yards of dirt. It took a year to complete the center. But today, the Teamster-staffed job is being done in a manner which pleases the store managers and the public as well.

Organizing Tempo in Food Industries To Be Stepped Up; Lew Harkins Is Named Director of Trade Division

CANNERY CONFERENCE MOVES TO CAPITAL

HHEADQUARTERS of the National Cannery Conference has been moved to Washington, D. C. and plans are now under way to expand the educational and organizing efforts of the trade division. The transfer took place in mid-April.

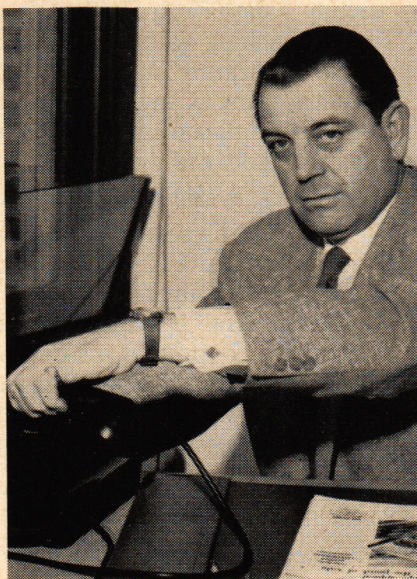
Lewis Harkins is director of the national trade division. He resigned last month as director of the Western Cannery Council and was succeeded by Peter Andrade.

FIRST TO MOVE

Transfer of activities of the Cannery Conference to Washington is part of the program of General President Dave Beck to have the trade divisions closely associated with the national headquarters in order that maximum results in terms of organization and planning might be achieved. The cannery group is one of the first to move its headquarters to Washington because it has a close relationship with the work of other trade divisions—general drivers, warehousemen, and Teamsters engaged in produce hauling.

The cannery trade division includes workers in canning, packing, fruit and nut processing and in frozen food processing and packing. The jurisdiction includes potentially one of the major segments of the American economy—the food industry.

The purpose of the National Cannery Conference as described by its officials “is to coordinate the efforts of the individual Teamster processing unions toward the complete organization of the food industry and to help correlate negotiations so as



LEWIS HARKINS

to achieve as much uniformity as possible where these negotiations apply to wages, hours and working conditions.”

Increased emphasis on the food industry by the International Brotherhood of Teamsters is making it necessary that officials of the conference be located at the union’s national headquarters. Recent hearings on the operations of the Walsh-Healy Act as administered by the Department of Labor illustrate the importance of close attention to the

regulatory field. Director Harkins has appeared at hearings before the Department’s hearing officers.

Presentation by food processor associations and national concerns during the hearings in recent weeks indicate the wide range of workers who have little or no protection. Toward these groups of unorganized workers the cannery trade division will direct much of its efforts.

In addition to the regulatory phase of the food industry the trade division will also devote attention to legislation affecting the industry and the workers in food and processing. This includes such items of legislation as that governing entrance of Mexican illegals—known as “wet-backs”—into the country and problems incident to tariff regulation and legislation. The Teamsters are co-operating with other labor organizations and industry groups in an effort to secure proper guarantees of welfare of American working people.

Education and organization will be the primary missions of the conference in its new location. Work will be concentrated on the unorganized sections of the country.

RANK AND FILER

The director of the conference is an experienced Teamster rank and filer and local union and joint council official. He comes from Great Falls, Mont., and has spent most of his adult life in the Teamster movement. He served as president and later as secretary-treasurer of Local No. 324, Salem, Oreg., and was active in the affairs of Joint Council No. 37, Portland, Oreg. He was named by Mr. Beck as secretary and director of the Western Cannery Council when that organization was formed to coordinate the activities of food and process workers in the 11 Western states. He served as officer of the council until transferred to Washington to his present post.

Make a Miracle

Modern medicine can make miracles. Using blood given voluntarily by you and your neighbors, science can save lives for which there would have been no hope 20 years ago. But, science can’t manufacture blood—it can build blood reserves only through our participation in the Blood Donor Program. Help make a miracle—give blood that will help to save a life!

New Thorns for An Old Problem

(Continued from page 23)

Miller urged that the power to issue restraining orders against unions be retained in the law.

STATE REGULATION

One of the major sections of the ATA official's argument before the Senate committee concerned the place of state regulation in labor relations. Labor leaders in Washington agree that there is an important and growing body of opinion in Congress which would take from the NLRB much of its authority and pass it over to the individual states. In his argument on Federal-state relations and the recent decisions by the NLRB on the place of the Federal Government in the labor picture, Miller said, "This cloud over states rights is so menacing that it should be cleared up with dispatch. The field of labor relations is too complex to be complicated further. It cannot be simplified by giving the Federal Government exclusive jurisdiction. A central government is too far removed from the actual scene of labor relations to warrant preemption of states rights over labor relations. It is particularly imperative that small businesses find ready access to the relief which might be afforded them against secondary boycotts by their states."

BOYCOTTS UNLAWFUL

He said that "... at least 20 states have, by statute or judicial determination, declared the use of the secondary boycotts unlawful and subject to restraint by their courts." Specific comment was made about decisions or statutes in Illinois, Iowa, Massachusetts, New Jersey and New York. He also cited the referendum in the state of Arizona—the so-called "right-to-work" law described in a recent issue of THE INTERNATIONAL TEAMSTER.

The discussion by the ATA official on the role of the states is in line with many of the suggestions expressed by members of the House and Senate. The line which is emerging as one of the most potent in connection with diminishing the

protective devices of law for labor is the one which would narrow the responsibility of the Federal Government. As the Federal Government's responsibility is diminished the role of the states is increased. This would mean greater power at the state level through statutory regulation and through the use of state court injunctions. Labor officials regard this development of major importance in the 1953 discussion of Taft-Hartley changes and fear that acceptance of this philosophy would greatly weaken the protection of labor and would turn back the clock of progress.

SEARCHING ARGUMENTS

This development in the Taft-Hartley controversy is bound to elicit long and searching arguments and debate when the reports of the House and Senate committees reach the floors of the respective bodies in the weeks ahead.

Laborers Observe Golden Anniversary

A salute to a sister union on its fiftieth birthday was voiced by President Beck April 13 in a message to Joseph V. Moreschi, General President of the Hod Carriers', Building and Common Laborers' International Union. President Beck wrote:

"The International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, from our own headquarters in Washington, D. C., are happy and proud on the occasion of your Fiftieth Anniversary, to extend to you our sincere congratulations. It has been our pleasure over these many years to have worked in close association with your fine International Union. Down through the years, we have worked together in our mutual objectives to create the finest conditions and best possible wage scales for our members. The officers of your International Union deserve a tremendous amount of credit for the splendid and outstanding job done. You occupy today a respected position as one of the many International Unions dealing with the Building and Construction industry. My personal pleasure has grown in having known your officers and counted them as my close friends. We send our very best wishes for your continued success in your endeavor to represent your several hundred thousand members."

In reply, President Moreschi wired President Beck:

"We wish to acknowledge your very cordial wire extending congratulations and best wishes to our International on the occasion of our Fiftieth Anniversary. Your telegram was read to the members of our General Executive Board and Conference of our Regional Managers. I want to assure you it was well received and heartily appreciated. We feel encouraged by your statement regarding cooperation between the two Internationals and wish to assure you that our cooperation will continue in the future. Thank you very much."

Success Forecast in Brewery Drive

(Continued from page 19)

others employed in the industry. Only through the *complete* organization of breweries under the Teamster banner can proper negotiations be made.

Such an effort by Teamsters will require new and more comprehensive activity than heretofore has been present in many parts of the country. The effort by Teamsters to represent *all* workers in the industry is to be made on behalf of the workers in order that maximum progress can be assured.

Detailed plans on methods of operations and projects which are to be given attention were scheduled to be discussed at the Chicago meetings. Affiliated local unions are to be notified by the National Conference.

WHAT'S NEW?

Log Book for Truckers' Recaps

A log book is now being marketed from Detroit that should prove helpful for truckers. On the face of each daily log a driver's weekly or daily "on duty" and "driving" time can be recapitulated. The book is designed with an eye to eliminating separate recap sheets and provide a daily, permanent record of hours as they accumulate. For carriers operating on a 60- or 70-hour weekly basis, separate logs are available.

Battery Carrier Protects Posts

A new battery carrier is designed so that it will not scar the battery posts and will also grasp mutilated posts. It employs a reversed cantilever action with hard steel collars that slip over each post. Firm pressure on the base of the posts is applied by a steel dog pivoted on each collar when the serviceman lifts on the neoprene carrying strap. The action of these steel dogs will not in any way mutilate the battery posts and the tool, which is self-adjustable, will grasp old, battered posts with ease.

New Hand Oiler Controls Flow

A controlled oil flow can be achieved by a new hand oiler with a six-ounce capacity developed in Minneapolis. The unit is equipped with a removable holder and detachable six-in. rigid steel spout and, if desired, a 12-in. flexible, interchangeable spout is available for reaching inconvenient, hard-to-touch spots.

Guide Series for Cutting Shapes

A complete series of new, precision-type cutting guides for individual gas flame metal cutting torches has now been developed and designed to accurately cut circles, straight lines, bevels, and sundry shapes.

These guides are of three principal types: a small circle guide for cutting circles from 1 to 15 in. in diameter, a large circle guide for patterns of from

10 to 66 in. diameter, and a straight-line guide. These are made in styles to fit all types of torches.

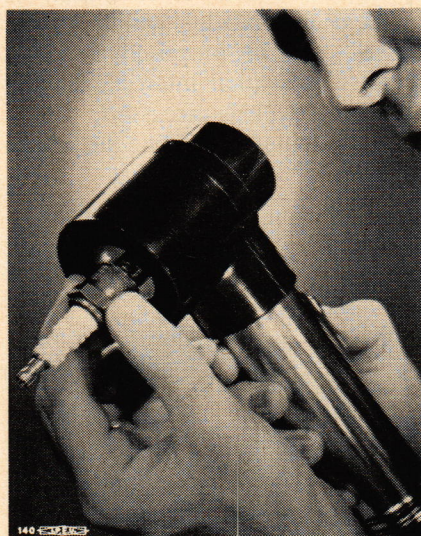
Resilient Clutch Release Bearings

Ball retainers made of thermoplastic material utilizing the physical properties of nylon are the features of a new line of clutch release bearings and are said to add tough, resilient stability. Since every ball cavity is contoured and cored in the opposite directions, centralization is automatic.

Motor Operates New Tire Pump

A new tire-inflating pump utilizing the motor as an air compressor is designed to fit all tractors, trucks and cars. In operation the pump element, equipped with the proper adaptor (four sizes are furnished) is screwed into a spark plug opening from which a spark plug in the motor of the vehicle has been removed. The other end of the hose is attached to the tire and the motor run at idling speed until the tire is inflated to the pressure desired. The hose line has an air pressure gauge to indicate when the tire is properly inflated.

Spark Plug Viewer Lights, Magnifies



A flashlight and magnifying glass of 2½ power are combined in a viewer designed for close examination of spark plug firing ends. The unit, offered by a Toledo firm, can be employed for examining fuel deposits for the entire length of the insulator nose, revealing uneven or incomplete abrasive cleaning, checking the condition of electrode sparking surfaces, and for detecting cracked or chipped insulator in the plugs.

New Features in Portable Rim Jack

A set of rim hooks, a cross bar with a hand crank to tighten the hooks and a ratchet-operated spade with extension lever are combined as one unit in a new portable rim jack which is said to eliminate beating and pounding of tire and bead. The extension lever gives a forty to one pressure leverage. Tires up to 24 in. rim diameter are handled by the standard rim jack and an extension bar is available to increase the possible diameter capacity to 40 in.

Wire Thread Inserts Cut Repair Time

A handy new product comes to us from Danbury, Conn., and is said to reduce equipment down-time when machine operations are impaired by stripped or worn threaded holes. These are stainless steel helical-wire thread inserts which operate in three steps: first, drill out the damaged thread, retap the hole to make it slightly oversize and then wind the wire insert in the newly tapped hole.

Spark Plug Covers Prevent Shorting

Shorting out of spark plug can be prevented with newly activated, protective covers consisting of a special ceramic cartridge which absorbs moisture and condensation around the plugs and a water-tight cover to protect the plugs from dew, fog and splashing water.

Batteries Operate At Low Gravity

New, low gravity batteries from an Ohio firm can employ an electrolyte of only 1.240 specific gravity while still maintaining full capacities. This is possible because of a new plate process and, even when not in use, the batteries are said to hold a charge longer. Also reduced gassing action helps to reduce terminal corrosion. Up to four times longer running time without the need of water is claimed by the manufacturer.

Manufacturer Claims Thinnest File Made

A Philadelphia firm now claims to be producing the thinnest file made—.009 in., and with a thickness tolerance of plus or minus .0004 in. The record-setting file is one of 18 files, ranging up to .072 in., available in a kit and designed for use on metal parts that require precision hand finishing. They are also valuable for gap filing of electric contacts and spark plugs.

TEAMSTER TOPICS

Radio Aids Organizing

Local 815, New York City, is using radio drama as an organizing tool, according to plans recently put into action. The union is sponsoring "Freedom U. S. A.," a weekly 30-minute drama starring Tyrone Power, stage and motion picture actor.

The local has signed up for 52 shows with Radio Station WABC. The show features the activities of a crusading United States Senator. Each program is 26½ minutes long. The remaining three and a half minutes are used for union messages from the sponsors, Local 815.

One message—the show's "commercial"—would invite listeners to write for information on how you can win job insurance, health insurance, life insurance and a host of other insurances of a better life."

Another commercial begins: "Would you like a life insurance policy—ranging from two to ten thousand dollars—free of charge? Of course, you would. But for the most part, if you are working man or woman you either can't afford a policy at all or you have a small one which is a burden on your shrinking pocketbook. Members of Local 815 of the AFL Teamsters' Union have insurance policies and they don't cost them a penny."

Meat to Market by Truck

Motor transport is finding increasing favors by farmers, stockmen and shippers for hauling livestock to market. A recent survey made based on reports from the U. S. Department of Agriculture indicate that 73.3 per cent of the total receipts of cattle, calves, hogs, sheep and lambs were "driven in" by truck.

Twenty years ago the proportion was considerably less—42.5 per

cent, little more than two out of the five animals. The half-way point was reached in 1938. The curve is going constantly upward with more and more animals going to market by truck, reports show.

Chain of Good Will

Another link in the chain of brotherhood of transport workers was forged last month when an Ecuadorean trade unionist visited the headquarters of the International Brotherhood of Teamsters, Washington, D. C.

Vicente Racines, a member of the National Federation of Chauffeurs of Ecuador, is on a good will tour of the Americas. He is conferring with leading associations of drivers and chauffeurs in the countries affiliated with the Pan American Union. His trip is also being made as a preliminary to a hemisphere conference of chauffeurs to be held in Ecuador within a year or so. At the proposed Congress matters of mutual interest affecting chauffeurs will be discussed.

Mr. Racines is building the "chain

of good will" with each country adding a new link. In Washington the Ecuadorean conferred with Teamster officials who authorized the forging of a link in the chain as a symbol of friendship.

In addition to the chain link for the chain, the Teamsters presented the South American visitor with a friendship scroll to take back to his association upon his return to Ecuador. Before returning to South America he hopes to complete his journey by visiting three countries not yet represented in the chain—Cuba, Haiti and the Dominican Republic.

Name Du Pont Roads Chief

A change in leadership recently took place in the Federal Bureau of Public Roads with the retirement of Commissioner Thomas H. MacDonald. He was succeeded by Francis V. Du Pont, former chairman of the Delaware State Highway Department.

The Bureau of Public Roads was created and its commissioner, Mr. MacDonald, was appointed in 1919. The bureau was originally in the Department of Agriculture and subsequently transferred to the Federal Works Agency, to the General Services Administration and finally to the Department of Commerce.

MacDonald has headed the bureau through the great era of road construction in the United States. The new commissioner, a graduate of the Massachusetts Institute of Technology, served his state for some 30 years before retirement three years ago.

Highway Hearings Begin

Highway problems are coming in for special attention in the current session of Congress. Hearings began late last month before the Sub-



VICENTE RACINES

committee on Roads of the House Public Works Committee.

The scope of the hearings includes various proposals from the Governors' Conference on tax problems; proposals on extension of turnpikes and toll roads and problems of allocation of funds for various types of roads under the Federal aid programs.

Senators Francis Case (Rep., S. Dak.) and Prescott Bush (Rep., Conn.) recently introduced a resolution which would get up a Senate-House committee to study national highway needs and financing methods.

Teamsters Help on Traffic

South Bend Teamsters are cooperating with operators and municipal traffic authorities to relieve congestion in the Indiana city. The operators and drivers are working on a new courtesy campaign and a self-policing program.

The new campaign includes special attention to observation of speed limits, no passing on busy streets and other self-regulating practices designed to improve the movement of vehicles in the city.

From the Heart

Generous-hearted Teamsters of Local 89, Louisville, Ky., have presented \$500 to the 1953 Heart Fund Drive to aid in research aimed at conquering heart disease. Presentation of the check was televised.

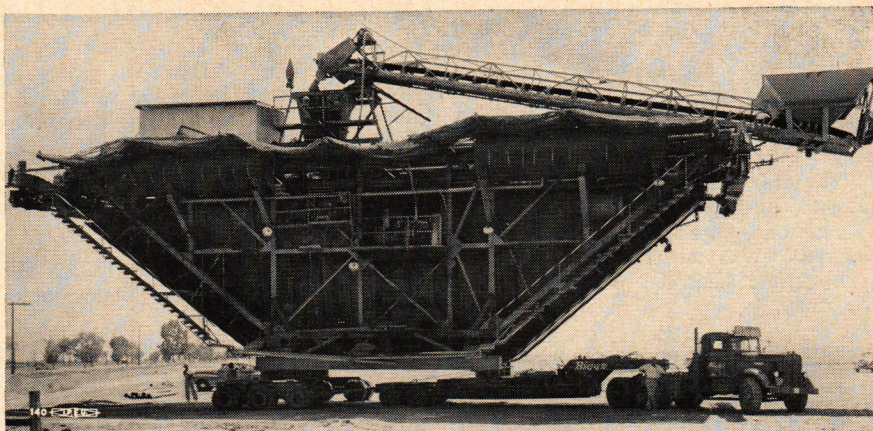
Teamwork

Teamster Locals 807 and 707 of New York City are teaming up with the CIO's Utility Workers in building a \$20 million, 2,000-family housing project in the East Bronx. By financing the project, the unions figure they can provide low-cost rental housing for their memberships.

Horse-power Sense

Hurrying through city traffic saves no time, says Albert Meyers, a member of Local 414, Fort Wayne, Ind., who has been driving cabs or buses for 33 years. In his long experience as a driver, Meyers has piled up two million miles without a chargeable

HEAVY HAULS



When special hauling jobs demand unique skills, there are Teamsters to meet the challenge. Two heavy hauling maneuvers requiring unusual driving know-how are shown on this month's front cover and in the above photo.

In the cover picture, Teamster Orville Laverty of Local 337, Detroit, is wheeling a 100-ton capacity "low-boy" through the streets of Detroit, with a 70-ton transformer, for an installation at the Detroit Edison Co. The "low-boy" was preceded

by a police escort and was accompanied by a rigger and a special public utilities truck which checked passage under high tension wires. The 12-mile trip was completed without incident.

The giant "canal trimmer" in the above picture was hauled by a member of Local 70, Oakland, Calif., to the site of the Friant Dam, a link in the Central Valley Project. The mammoth equipment was believed to be one of the largest and heaviest loads ever moved over the road.

accident, and the formula for his good record is "courtesy."

"Show me a courteous driver," he says, "and I'll show you a safe driver."

Truck Tonnage Up

Intercity truck tonnage in 1952 showed an increase over the previous year's tonnage for the seventh straight year, according to figures compiled by the Research Department of the American Trucking Associations, Inc.

A strong rally in the final three months of the year enabled the intercity carriers to show a nominal gain of 0.4 per cent over the 1951 tonnage totals.

During the first and second quarters of 1952, tonnage carried was four and three per cent, respectively, below the same periods in 1951. The third quarter figures were only 0.6 per cent under the same period for 1951, and the fourth quarter showed a seven per cent increase over the final three months of 1951. The figures were compiled from re-

ports by 1,301 intercity Class I carriers to the Interstate Commerce Commission.

Using 1941 as a base of 100, the 1952 tonnage brought the truck-loading indexes to new highs, both for the fourth quarter, at 246, and for the full year at 247.

On a regional basis, the greatest increase in the tonnage for 1952 was shown in the Rocky Mountain area, which had a 9.7 per cent gain over the previous year.

Three-Gallon Member

After three gallons, Thomas (Doc) Humphreys, a member of Local 688, St. Louis, Mo., has been "cut off." The St. Louis Teamster has been giving blood to the Red Cross Blood Bank for a number of years and recently earned membership in the Three Gallon Club. But, the Red Cross has learned he is 66 years old and will accept no more blood from him. "Doc," however, plans to continue to aid the blood bank as a member of the union's blood bank committee.

LAUGH LOAD

Safer

"John," said the nervous woman, nudging her husband, "did you hear anything?"

"Yes dear, it must be burglars." As he spoke he began to get out of bed.

"Oh, John, do be careful. Don't take any risks. What are you going to do?"

"Lock the bedroom door," was the firm reply.

★

Call It a Draw

It's always a question who runs down the most people—careless drivers or gossips.

★

Right Mixture

Lady customer: "I see this medicine is advertised as good for man and beast."

Druggist: "Yes."

Customer: "Gimme a bottle. I believe it's the right combination to help my husband."

★

No Big Trick

One humiliating thing about science is that it is gradually filling our homes with appliances smarter than we are.

★

The Title

A confirmed bachelor and an elderly spinster found themselves seated side by side at a concert. The selections were apparently unfamiliar to the man. But when Mendelssohn's "Wedding March" was played he pricked up his ears.

"That sounds familiar," he exclaimed. "I'm not very strong on classical pieces, but that is very good. What is it?"

The spinster cast down her eyes. "That," she replied demurely, "is the 'Maiden's Prayer'."

★

Honest

Grocer (to boy standing near apple barrel)—"Hey! Are you trying to take an apple?"

Boy—"No, I'm trying not to take one."

★

There Must Be Something

Wife (writing a letter): "John, dear, is there anything you want me to say to mother that won't get us in trouble with the postal authorities?"

★

Unanimous

New Employee—"I'm supposed to go to a supervisor's conference. What's a supervisor's conference?"

Veteran Ditto—"That's a group of guys who, unable to decide what to do alone, get together to decide that nothing can be done."

★

Public Relations

Girl answering the telephone:

"Marie isn't in just now. This is her 110-pound, five foot two, blonde, blue-eyed sister."

★

Laying It On

The beautiful blonde was trying to impress her friend. "There I was, poor me, locked in a room with eleven men, and each one trying to break down my resistance. But I defied them all both individually and collectively!"

"Heavens, dear!" her friend exclaimed. "Were you kidnapped?"

"Don't be silly. I was doing jury duty."

★

The Final Blow

At a recent shipyard launching, the woman who was to christen the ship was nervous. The shipyard manager asked her if she had any questions.

"Yes," she replied. "How hard do I have to hit the ship with the bottle to knock it into the water?"

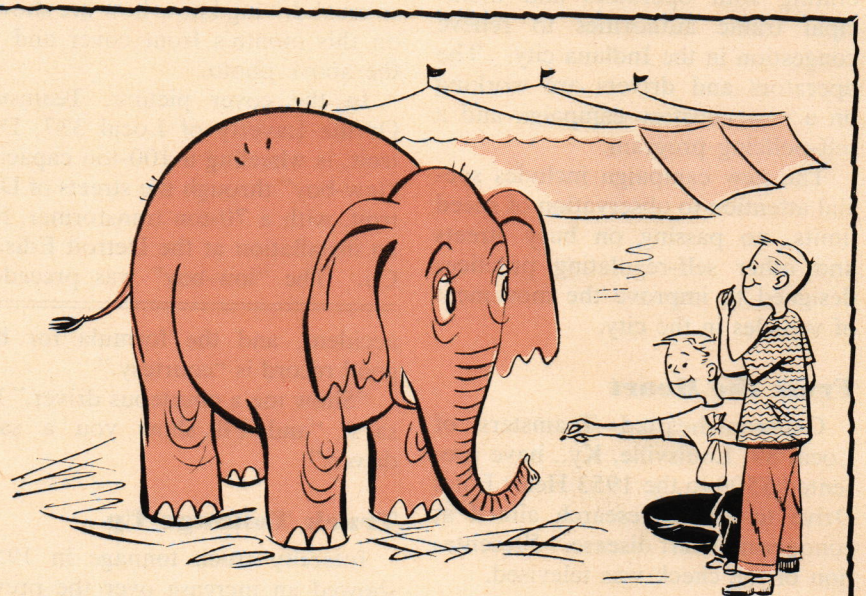
★

By Cracky!

Two brash young lads drove their hot-rod up to the village store and yelled at an old villager leaning against the store door:

"Hey Pop! How long's this town been dead?"

"Don't rightly know," said the old-timer. "Can't be long, though. You're the fust buzzards I've seen."



T EAMSTERS of Local Union 19, Pittsburgh, Pa., haven't forgotten the popcorn, sawdust and sideshow thrills of their youth.

Recently, members of the union donated money to buy tickets so that underprivileged children could see the Shrine Circus. For the youngsters, the circus visit opened up a whole new world of wonder, and they promptly sent grateful thank-you notes to Local 19.

Here is a typical, heart-warming letter received by the local:

"Dear Sirs:

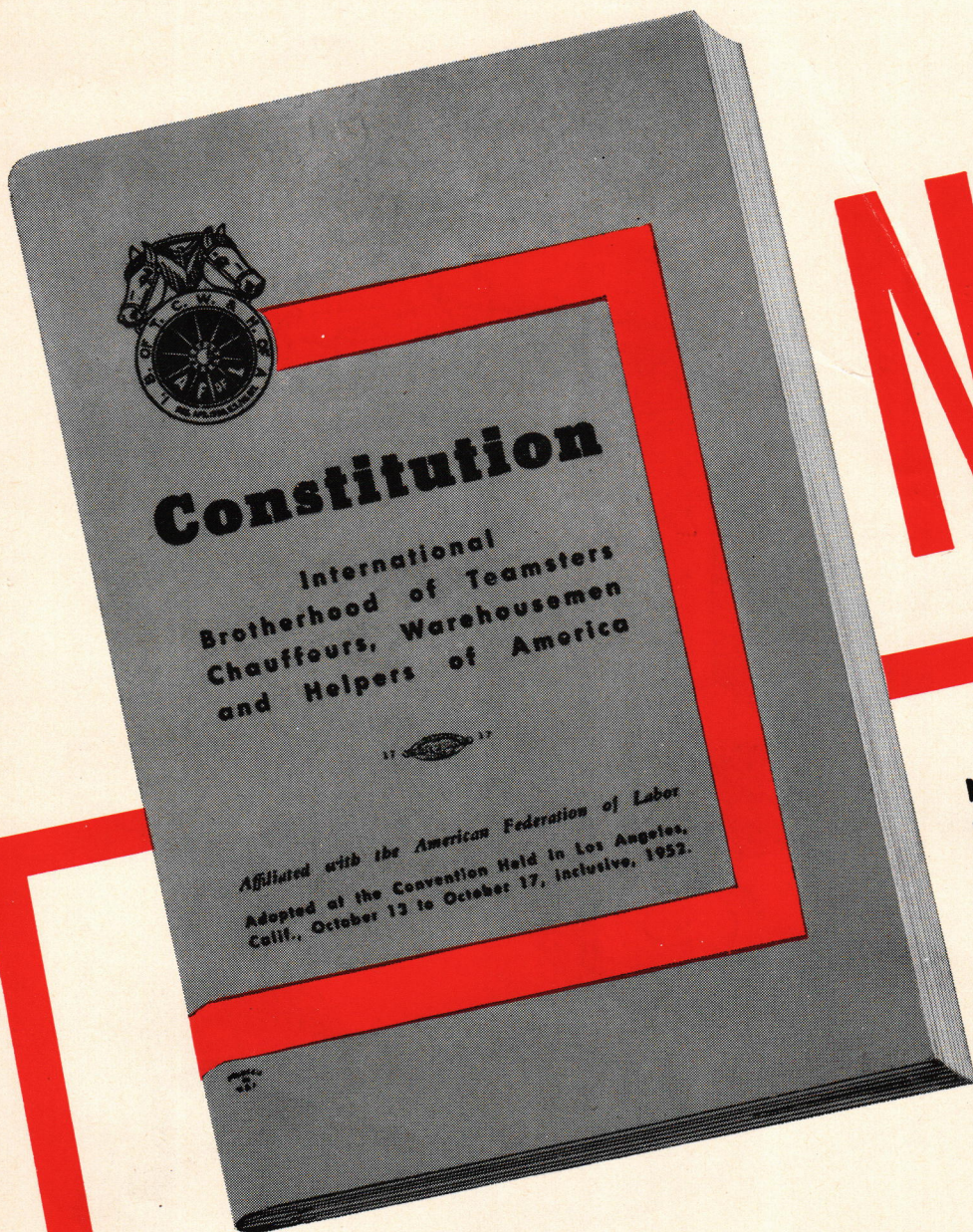
"I am one of the patrol boys at St. Mary Magdalene parochial school who received a ticket to the circus. I have never seen a circus in my life. I've always wanted to see one, and now, thanks to you, I will get the chance to see all the wonderful things that could be seen only at a circus. Thank you very much. May God bless everyone who helped to make the circus visit possible for all my patrol buddies and me.

"Sincerely yours,

JOHN VEREB."

NEW

NO MEMBER SHOULD
BE WITHOUT A COPY



AMENDED CONSTITUTION

IMPORTANT
CHANGES ✓

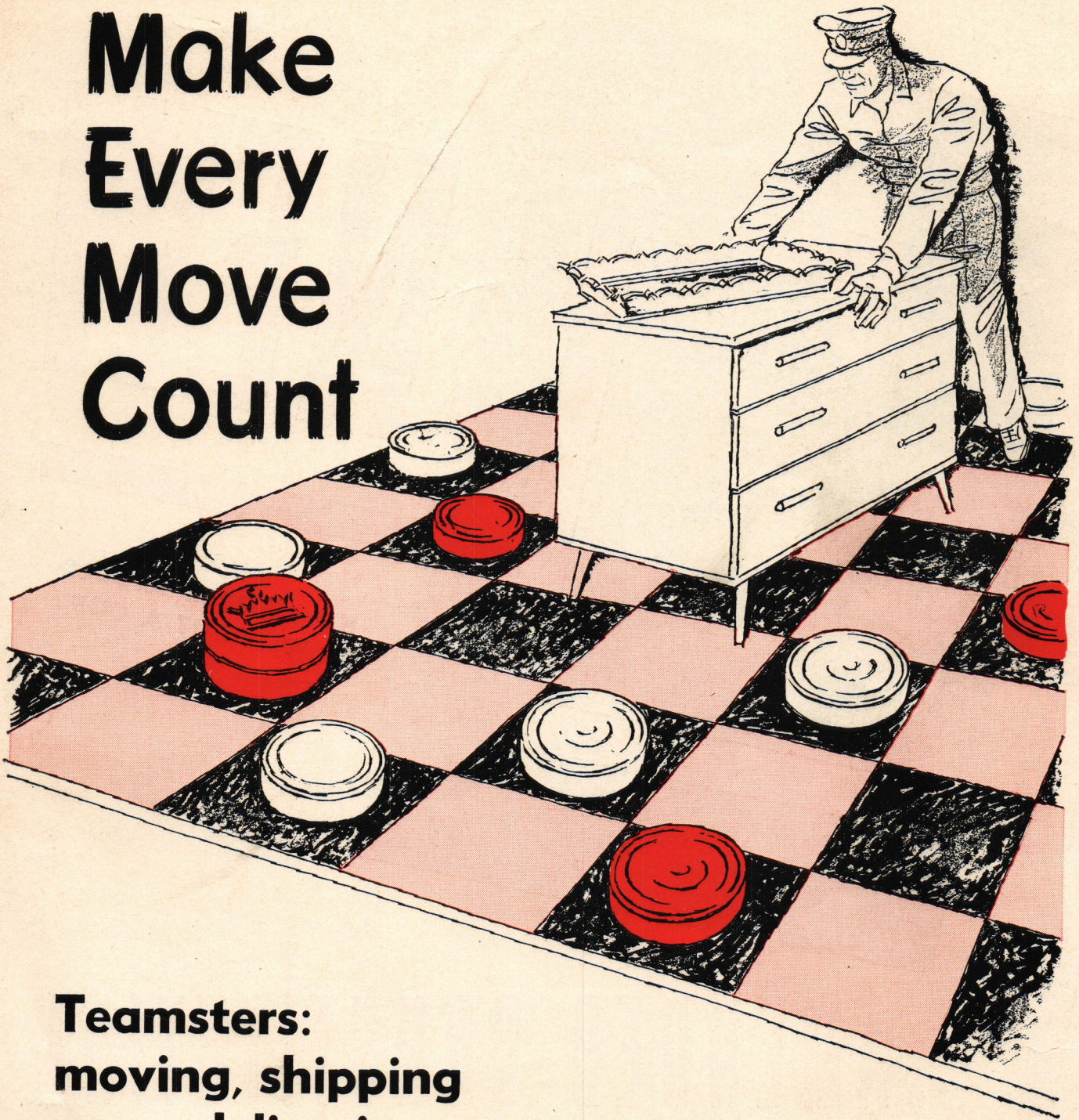
MAJOR
AMENDMENTS ✓

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Make Every Move Count



**Teamsters:
moving, shipping
or on deliveries . . .**

Insist on

